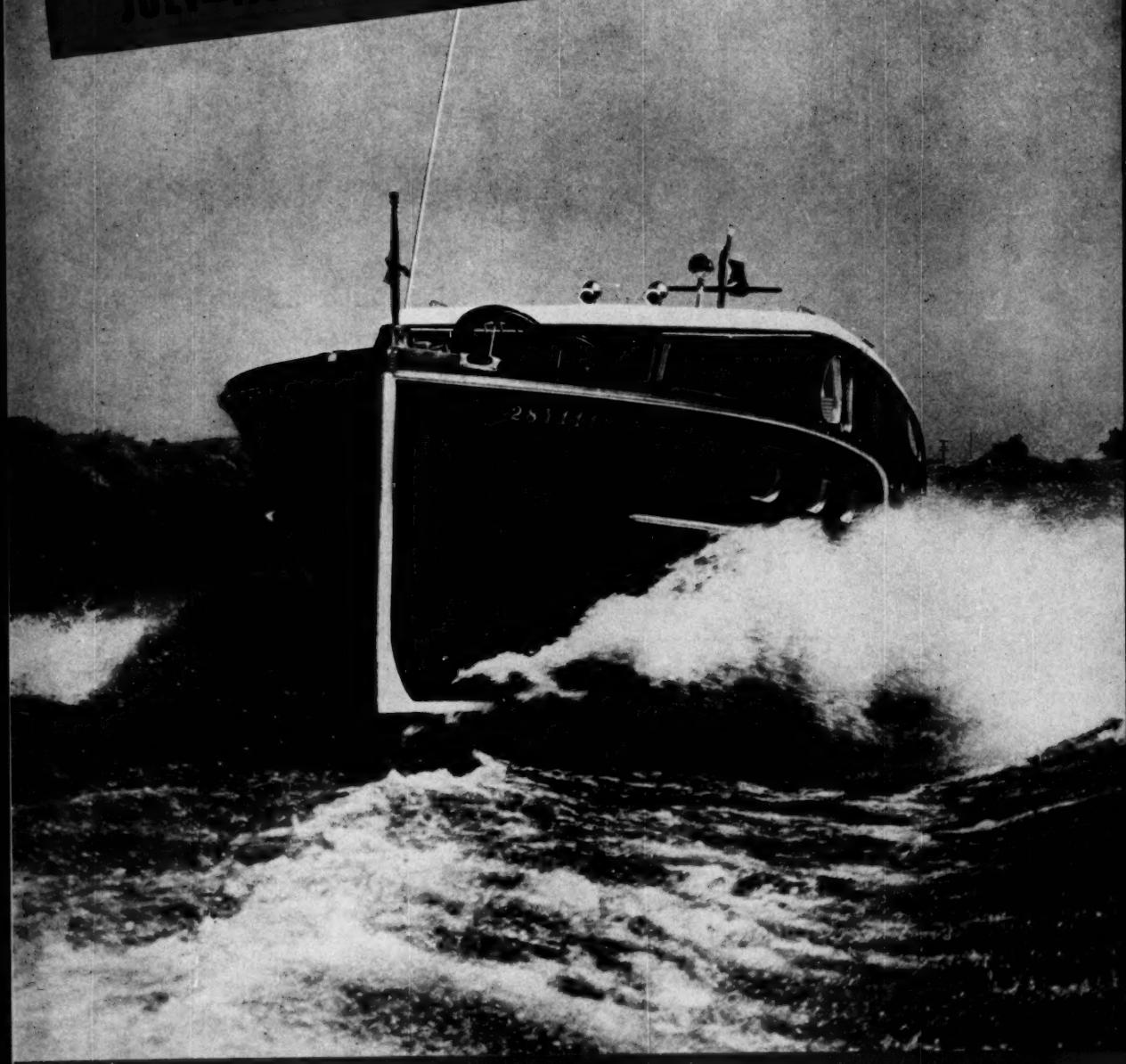


PACIFIC MOTOR BOAT

JULY 1950



The Ensenada Race • Fiberglass—Varnish • Boatbuilding Material • Plans
World Speed Trials at Seattle • Western Boat Types—the Bulldozer Tug

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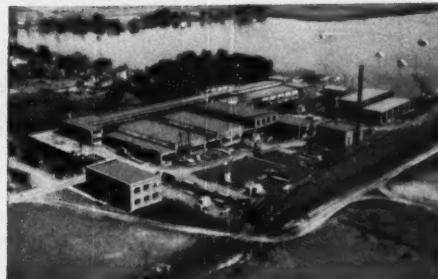
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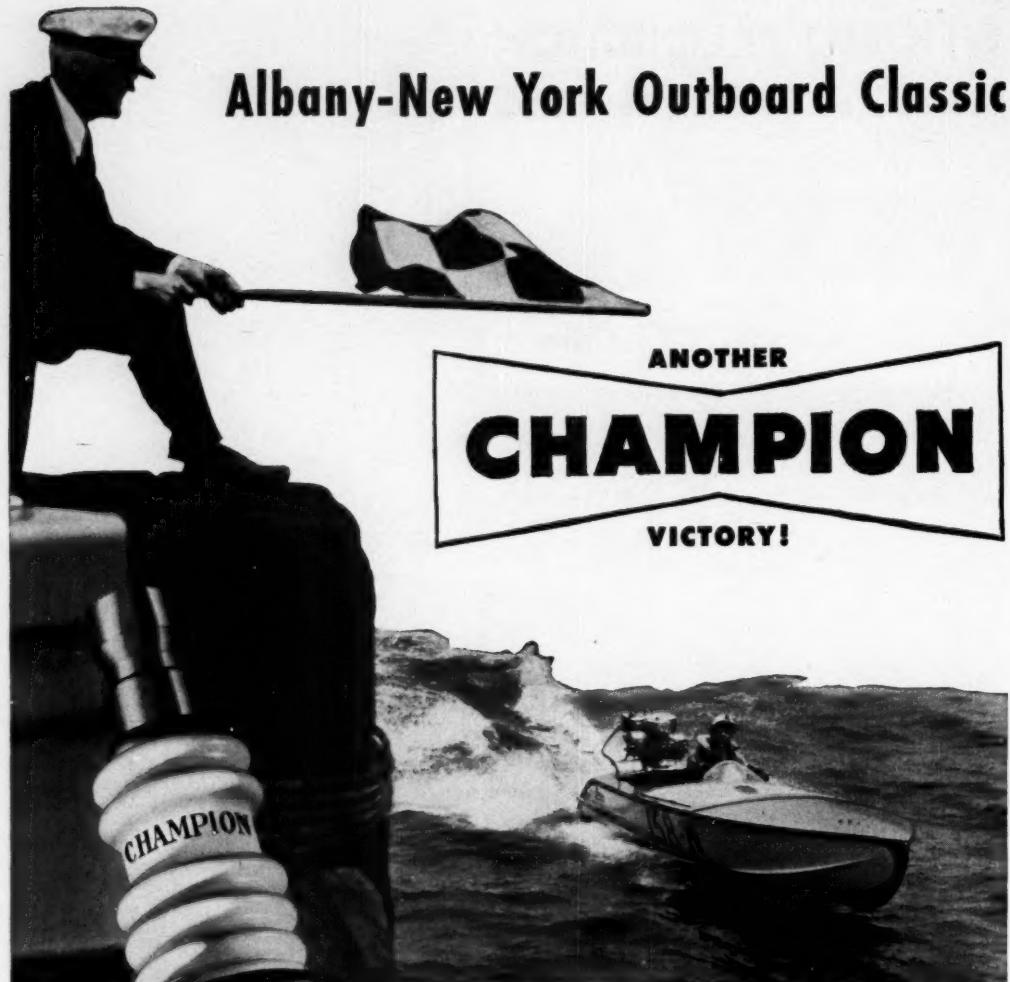
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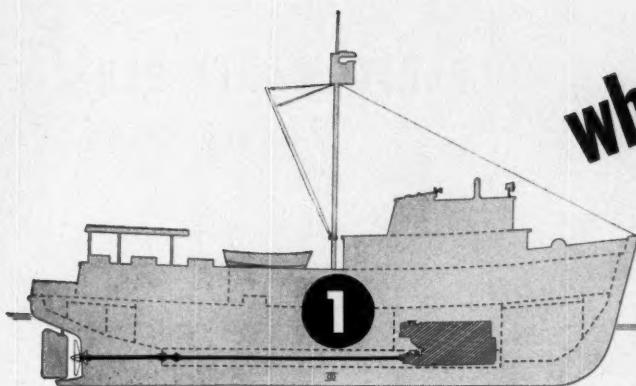
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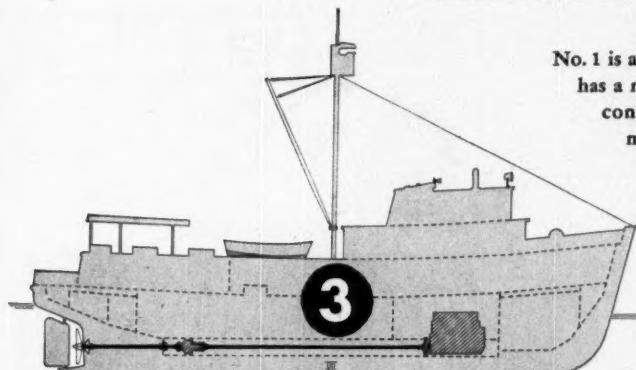
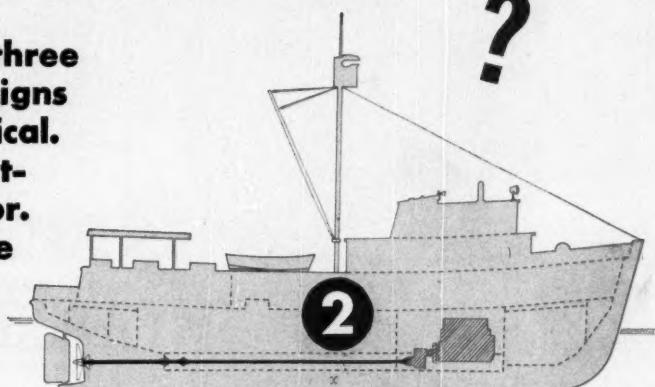
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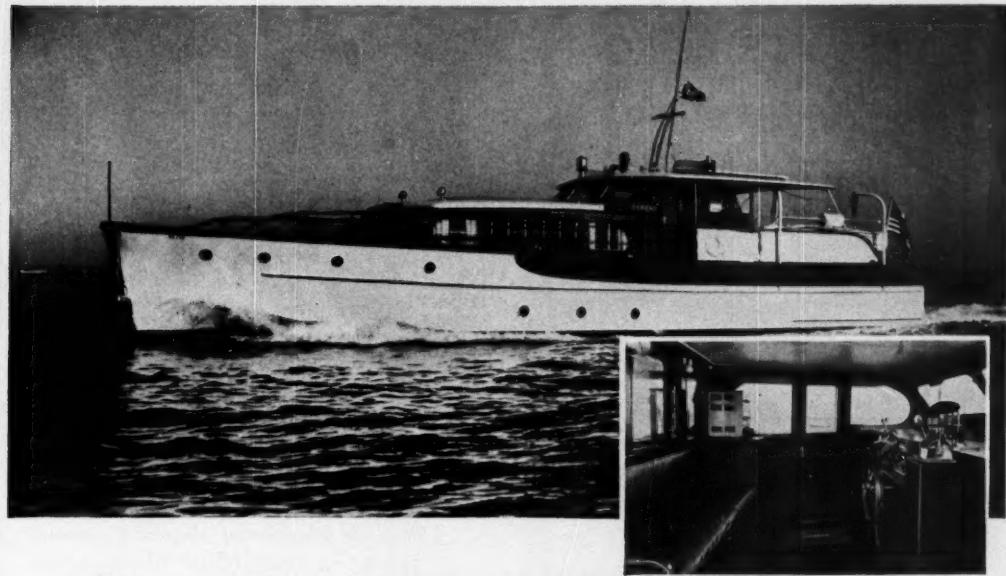
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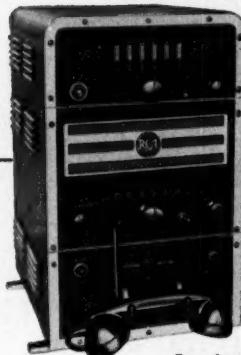




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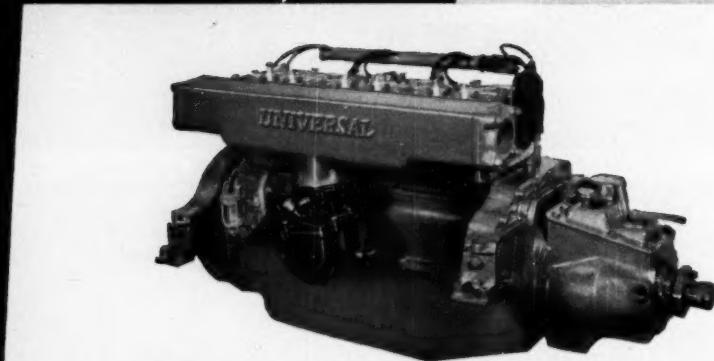
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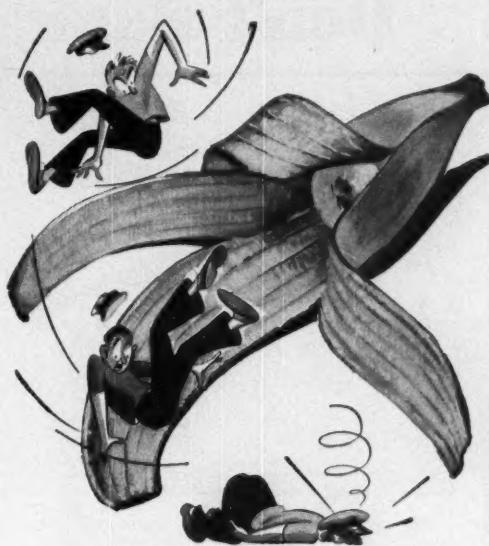
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IN THIS ISSUE

| | |
|--------------------------------------|--------|
| The Ensenada Race | 11 |
| S. F. Bay Cruiser Series in Doubt | 14 |
| Seattle To Stage World Speed Trials | 15 |
| New Hydroplane Developed in Portland | 16 |
| Fiberglas—the Versatile Material | 17 |
| Gossip Wins Swiftsure Race | 19 |
| Mexican Waters Lure Sportfishers | 20 |
| West Coast Outboating | 22 |
| The M. V. Harwood | 23 |
| Western Boat Types—the Bulldozer Tug | 31 |
| Marine Products | 41 |
| Plans | 47, 49 |

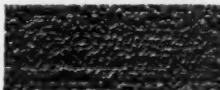
THE COVER — On the San Joaquin

Marauder, a 40-foot Chris-Craft owned by George Beauregard of Stockton, California, past commodore of the Delta Yacht Club, presents a picture of power as she cruises on the San Joaquin River.
—Roy H. Flood photo.



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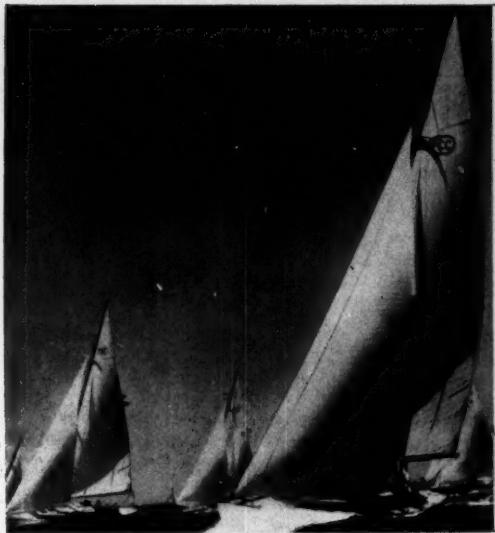
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Ensenada--

"The Race That is Won at Night"

A crew member of one of the winning boats reveals his hour-by-hour observations made during the big race from Newport Harbor to Ensenada

by Paul B. Harder

May 4, 11:50 AM—A puff of smoke is whipped from the bow of the *Savatar*—two seconds later we hear the thud of the gun. The skipper shouts "check," and throws the helm down.

Sloops, yawls, ketches, schooners and cutters rush about us, driving through the sharp, sparkling chop before the twenty-knot wind. Four million dollars would be a conservative estimate of the investment in the 135-boat armada and our 46-foot sloop, large in the ordinary regatta, seems inconspicuous in this group.

12:05 PM—A third puff of smoke, a third report of the gun, taut canvas and thanks to the skipper's perfect timing we are now looking at the rest of the huge fleet over our stern. The larger, faster boats played the start cautiously, allowing the smaller, easier-maneuvering boats to take the line with the gun.

2:00 PM—*Saluda* passed us to windward an hour ago. We estimated her speed at 14 knots—we're logging nine. Milton Bren's big cut-

ter, *Pursuit*, moved ahead to leeward along with *Saluda*.

The wind is still blowing around 20 mph from the northwest, keeping us on a broad starboard reach. The sea has picked up somewhat, occasionally throwing spray over us from windward. With sheets eased and little to do but keep an eye on the tell-tales for a change in wind direction, the crew watch the *Eulalie* and *Antigua*, boats of about our size, bore through the swells behind us.

The skipper has just told us that we will hold a seaward course, carrying us well outside the Coronado Islands off San Diego.

"This race is won at night," he added. "I'm looking for this wind to hold after dark off-shore."

4:00 PM—Wind began moderating at 3:00 and the spinnaker was promptly run up. With the constant heaving and yawning, it was soon wound about the forestay. It took half an hour of wet, cold work on

the plunging bow to untangle and re-set it.

The fleet is now scattered—most of the boats sailing closer to the distant coastline to leeward of us. The *Saluda* is now far ahead of us, while the *Pursuit*, holding an in-shore course, is all but out of sight. The *Antigua* and *Eulalie*, both of which we give around 10 minutes to, are likewise to leeward of us and slightly astern.

The crew has little to do other than attend the constantly flopping spinnaker. With the drop in wind, the chop has risen, and with it comes a heavy swell out of the west. This sets the rigging swaying in an annoying fashion, necessitating the rigging of preventers for both the main boom and spinnaker pole to steady the sails.

One of the crew just reported that milk and bacon had been stowed in an ice compartment containing a 25-pound cake of ice. The rolling and pitching had thrown the ice against the cartons and bacon, turning the whole into a sloshing, milky, emulsified mess.

"Guck for breakfast," he reported, and everyone swore.

6:00 PM—In the six short, windy hours since the start, the fleet has spread to a degree making it possible to see no more than a third of the 135 boats. We have seen no boats of our rating fare any better than we. Our southern progress now reads eight knots on the Kenyon.

8:00 PM—The sun has set. Not even the nearest of the boats can be seen. Still we hold a seaward course, and still we log a respectable six knots through the rolling sea.

Two men are below catching a few winks against the all-night vigil of holding the boat on course and under full way. The compass is utilized entirely. This makes for sore arms and aching backs, for the chop and swell are continually at work under our starb'd quarter. The sails, now damp from the night air, flop with less vigor and less attention is necessary to keep the great spinnaker from fouling the fore rigging.

Midnight—The glow of lights from San Diego was picked up shortly after 8:00 on the port bow and immediately afterward we caught the winking of the light on the Coronado Islands. Several groups of flares spotted around 8:30 but they were too far inshore to warrant an investigation by us. We held our course of 150 degrees and passed well to sea of the Coronados at 10:00.

The wind had by 9:30 dropped to a point where we barely held steerageway.

It is amazing the care that is exercised even during the stillest part of the night. One pair of eyes is glued to the compass; another shifts between the tell-tales on the shrouds to the sails. When one member on deck becomes tired, a hand is roused from below and the "watch" changes.

May 5, 4:00 AM—The moon rose at 11:00 and was a welcome sight. For the man at the helm it is something to steady his course on; for the man on the sheets it provides enough light to see the sails.

The light wind, having fallen flat at 11:00, picked up again at 11:15 from the west and gradually increased. At 12:15 the spinnaker was dropped and the heavy genoa raised. Running lights were spotted to sea of us and we judged to be those of either the *L'Apache* or *White Cloud*. These we dropped slowly astern through the light, flukey weather. The crew continued to shift from the bunks to the deck.

6:00 AM—After a brief lull, the wind again came out of the northwest at about 8 knots. All hands im-

mediately came on deck, doused the genoa and re-set the spinnaker. By 5:00 we were logging a pleasing six knots on the Kenyon and now, at six in the morning, the sky is lightning and all eyes strain for the first glimpse of a sail.

8:00 AM—Course altered slightly inshore at seven and the wind began to haul to the west. In short order we jibbed, then, as the wind continued to haul to the southwest, we jibbed back and set the genoa again.

Breakfast was had at seven, everyone eating on deck in the event that all eyes could prod the horizon for a glimpse of familiar sails.

Of two boats spotted earlier, we now discerned that one of them was of about our own rating and to whom we gave ten minutes of time. We were moving up on both boats very rapidly and holding a course which would take us well to sea of both.

Just a few moments ago a great number of very large sails were picked up along the very dim and distant coastline of northern Mexico. They are slightly ahead of us and examination through the glasses indicates that they are in very light airs.

10:00 AM—At 8:15 the wind suddenly dropped. The crew set a very large and light genoa. Under this we glided along at a Kenyon reading of one knot, reverently praying that we were traveling one knot faster than the rest of the fleet.

At 9:30 the wind began to freshen and the needle on the Kenyon gradually crept around the dial. The flopping genoa steadied, then filled and in fifteen minutes hilarity reigned as we rolled off a steady five knots while the rest of the fleet inshore lay helpless.

The wind commenced hauling back to the north and shortly the spinnaker was re-set. Todos Santos Island at the mouth of Ensenada Bay is now in clear view, as are the sails of such large boats as the *Pursuit* and the *Westward*.

Six . . . seven . . . eight knots we log and are rapidly converging on the first of the large boats in shore.

11:00 AM—Just under the headland protecting Ensenada Bay are *Pursuit*, *Westward* and *Branta*, while we, half a mile to sea, steadily overtake them. Inside the bay is only one yacht—the *Saluda*. Stretching back up along the coastline, their sails a brilliant white in the bright morning sun, are scores of other boats all stretching every inch of canvas aboard to catch what little wind they can.

On our boat, every hand is ready to grab sheets and halyards, should either a sudden shift of wind or a tight squeeze with the three large boats force us to alter course and re-set the big genoa. We're now only 400 yards from the line.

11:15 AM—*Westward* caught the breeze which had been favoring us all morning, driving her past the *Branta*. We converged very rapidly on the three, overtaking first the *Pursuit*, then *Branta* just as we passed the headland. *Westward* streaked for the line, crossing it 30 seconds before we and close on our stern came *Branta* and then *Pursuit*. By dint of luck, continual vigilance and expert sailing, we had finished third in the fleet of 135 boats.

The writer and *Pacific Motor Boat* gratefully thank D. W. (Walt) Elliot for the privilege of chronicizing the events aboard his California-32 sloop, *Escapade*, during the Ensenada race. The *Escapade*, winning the Governor of California's Cup and third-place boat-for-boat award, turned in an excellent record.



Trophy winners. At left, Stanley Jacobs, West Coast Yacht Club, receives the Harry S. Truman Trophy from the hands of Rear Admiral Wilder D. Baker. Jacobs' *Hurricane* won the top trophy in the Arbitrary Handicap Class. At right, Brigadier General Carlos Aviles presented the President Aleman Trophy to Heber Erickson of the *Scandia* for his win in the Ocean Racing Division.—Neal Beckner photos.





The fleet at anchor in magnificent Ensenada Bay at the end of the race.

"Saluda" Leads Fleet to Ensenada

BALBOA Yacht Club's Heber Erickson sailed his K-38 racing sloop *Scandia* to overall victory in the third annual Newport Harbor to Ensenada, Lower California, 140-mile international yacht race. The race was sponsored by the Newport Ocean Sailing Association May 4-5.

The U. S. Navy's 90-foot yawl, *Saluda*, assigned to the Naval Electronics Laboratory at San Diego, manned by a volunteer crew under Lt. (jg) Hallie P. Rice—and including Major Lacey Hall, U. S. Air Force, who lent the boat his own racing sails, was a surprise "first across the finish line" in the elapsed

time of 22:08:02. Trophies were presented to the crew by the New York Yacht Club and Newport Ocean Sailing Association.

For her efforts the *Saluda* won two awards: The New York Yacht Club and Newport Ocean Sailing Association trophies for first yacht to finish. An additional award was the Merchants of Ensenada trophy. The able performance of the yacht was a big surprise to many west coast yachtsmen who had taken the entry as a friendly gesture of public relations by the U. S. Navy.

In the Arbitrary Handicap division, winner was Stanley Jacobs' *Hurricane* to capture the President

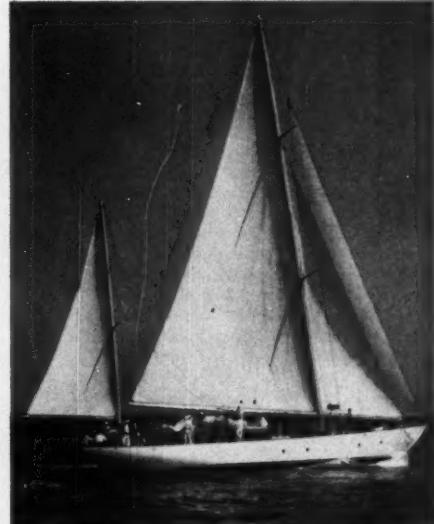
Truman trophy. Governor of California's trophy went to Walt Elliott's California - 32, *Escapade*. Donald Ayers' *Skylark* took the Mayor of Ensenada award; Governor of Lower California trophy to Chuck Ullman's *Spindrift*; Mayor of Newport trophy went to Gene Bolin's *Ecstasy*; Homer Laughlin Jr.'s *Caru*, second finisher behind the *Scandia*, under ORR corrected time, received the heavy displacement trophy.

A brisk sea, whipped up by a 25-mile west-northwest wind, greeted the field of nearly 100 starters, and sent them away from Phil Berg's

(Continued on Page 55)



Scandia, left, a new K-38, won on corrected time.



Saluda, a navy yawl, was first to Ensenada.

San Francisco Bay Championship Series in Doubt



Almax II, winner of the All Clubs Regatta, was piloted by a father and son team. (Lower, left to right) Commodore H. A. Schaefer, Northern California Power Cruiser Association, Rugen Holzkamp, winner of the Pacific Motor Boat Perpetual Trophy in the Oakland Shakedown Race, and Ed Sugerman, last year's winner.—Tracy photos.

THE MONTH of May came in like a lamb and went out like a tiger as far as cruiser competition on San Francisco Bay is concerned. Three races in a month, with winners scattered, has thrown the season's championship series into a turmoil. The skippers don't dare miss a race because of the large number of points to be sacrificed by missing an event which, including the CGA race in April, has averaged 72 boats per race.

The first championship series race is always the Oakland Yacht Club shakedown race which was sponsored by The San Francisco Bank. The 18-mile race held May 6 drew 62 entries and Rugen Holzkamp of the St. Francis Yacht Club succeeded in taking the overall prize, the Pacific Motor Boat Perpetual Trophy and Class A honors in his twin Chrysler Crown-powered, 38-foot Stephens cruiser, *Blue Heaven*, with only 26 seconds error.

Cross currents played havoc on the runs from Mission Rock to the Estuary and the winners demonstrated their knowledge to good advantage.

by Paul C. Tracy

Following a week's rest from racing, the William R. Hearst All Clubs Regatta, now two days, brought the cruisers out on May 20 and the sailing divisions on Sunday. A record entry list of 281 boats of which 60 boats raced in the three cruiser racing classes.

After completing the 15-mile course the father and son team of Max Kriesche, Sr. and Jr., were checked out with the smallest number of errors in their twin Chrysler Royal-powered 45-foot Stephens, *Almax II*, and were awarded first in Class A and overall trophy which is the master cabin cruiser perpetual trophy.

Winners were announced at the Sausalito Cruising Club's dinner dance that evening and trophies were distributed at the combined party given June 1 in the St. Francis Yacht Club in conjunction with the showing of the movies of the regatta.

Next was the Memorial Day weekend and the traditional 28-mile Marathon Race from Antioch

to Stockton which was run off May 28. The river basin was generously supplied with islands but no roads from which checkers can be spotted without the use of boats.

Dr. John Rocchini of the San Rafael Yacht Club, racing in Class B, brought his *Marita II* in with only 65 seconds error over the 28-mile course to take the Standard Oil Company of California - sponsored overall trophy and first in Class B.

Again the racing season is on and running at full blast. All previous season's records have evaporated into thin air and at the halfway point the opinion is that anyone can win the championship series as there are still four races to run and the best five out of seven races are counted in the scoring.

San Diego Speedboat Club

At the end of three months of 1950 racing, the San Diego Speedboat Club has awarded a first-place trophy to Rollin McGinn who piloted the *Tock-Tock 4* in the special engine class. Other awards in this class were received by George Fogerty, *Miss Able* and Marty Melhorn, *Gay Wings*.

Trophies in the stock-engine class were accepted by Walter Welch, first-place in Toy-Yot; Richard Walker, *Y-Name-It*; and Carl Barbour, *Carlan*.

Coming Events On the Pacific Coast

June 24-25—Protection Island Race, Seattle Y. C.
June 24-25—National Intercollegiate Championships, Newport Harbor Y. C.
June 25—Long Beach Outboards, Los Angeles Speedboat Club.
June 27-30—Cruise to Napa River, Aeolian Y. C.
June 29-July 4—Pacific International Yachting Association Regatta, Pacific Coast Championships, Regatta, Vancouver, B. C.
June 30—Channel Island Race, Los Angeles Y. C.
June 30-July 4—Cruise to Sausalito City, Aeolian Y. C.
July 1—Commodore's Cruise, Burrard Y. C.
July 1—Palisades Trophy Race, South Coast Corinthian Y. C.
July 1-4—Lewis River Cruise, Columbia River Y. C.
July 4—Independence Day Cruise, Rainier Y. C.
July 4—Outboards, Cedar City, Utah.
July 4—Outboards, Sandpoint, Idaho.
July 4—Outboards, Prosser, Wash.
July 4—Outboards, Berkeley, Calif.
July 4—Porter trophy race, South Coast Corinthian Y. C.
July 15—Valley Yacht Race, Vallejo Y. C.
July 15-16—Klamath River Marathon, Klamath River Sports Council, Inc.
July 15—Outboards, Will's Lake, Ore.
July 16—Nordlinger Trophy, Los Angeles Y. C.
July 22-23—Pacific Coast Penguin championships, Long Beach.
July 23—Outboards, Ogden, Utah.
July 25-30—International Championship Regatta for International 14-foot dinghies, Alamitos Bay Y. C.
July 27-29—Regatta, Portland Y. C.
July 29-30—International Cruiser Race, Everett to Victoria, B. C., I.F.B.A.
July 29-30—Mission Bay outboards, San Diego Power Boat Club.
July 30—Outboards, Denver, Colo.
July 30—Long Beach, inboard, outboard, 19th Gold trophy regatta.
Aug. 11-20—Seattle Seafair.



High speed on Lake Washington as Seattle's Slo-Mo-Shun IV is groomed to establish her mark as the fastest boat in the world.

Sayres to Try for World Speed Record

Slo-Mo-Shun IV, Seattle-built speed boat will try to better Sir Malcolm Campbell's 141.74 miles an hour

THE WORLD'S unlimited hydroplane speed record of 141.74 mph, established by Sir Malcolm Campbell's *Blue Bird* on Lake Coniston, England, on August 19, 1939, may be broken during the week of June 19-25 on Seattle's Lake Washington. During this period the Seattle-built Gold Cupper, Stanley S. Sayres' *Slo-Mo-Shun IV*, is scheduled to make an official attempt to set a new speed record.

In time trials this spring on Lake Washington the speedy boat has been clocked by unofficial observers at speeds thought to be in excess of the official record on at least ten runs.

Sayres himself was careful to make no pre-race predictions as to the speed of his boat. "I think we have a good chance to boost up the mile straighthaway speed record," was all the pre-race comment that he would make. However, a fairly accurate knowledge of the *Slo-Mo-Shun's* actual speed was available because the instrument panel includes a Keller water speedometer, an instrument which is considered very accurate. The one on the *Slo-Mo-Shun IV* is calibrated to 150 mph.

The time trials are sponsored by the Seafair Committee of Greater Seattle, Inc., headed by Jerry Bryant as chairman. The committee secured the cooperation of the Navy

in permitting use of the course off Sand Point on Lake Washington and arranged for the official American Powerboat Association survey of the mile course.

Arrangements for the time trials were started when Anchor Jensen of Jensen Motor Boat Company, Seattle, builder of the boat, conferred with Kent Hitchcock, technical advisor to the president of the American Power Boat Association, at Newport Beach in May. Hitchcock

agreed to hold the official test run in Seattle under sanction of the American Power Boat Association.

Official preparation for the test runs will be very thorough. The runs will be made near the Sand Point Naval Air Station, and will be one statute mile in length.

The Seattle city engineering department will cooperate in measuring off the mile in the vicinity of the present nautical mile monuments. The course will be checked by Hitchcock and his assistants.

The timing devices which will be used to officially establish the record are being supplied by the Longines Watch Company. It is reported that there will be two timers, each actuated at the starting and finishing points by photo-electric cells. One timer will have radio connections and the other will have a direct wire connection.

To meet the APBA requirements, Sayres must pilot the *Slo-Mo-Shun IV* in two runs in both directions over the course within 10 minutes of each other. The average time of the two consecutive runs will be the official time. Sayres plans to make several sets of runs during the trials.

"If the speed runs are successful, it will let the world know that Lake Washington is a good body of water for racing," Sayres said.

He also wants to make the speed trials before running the risk of



Stanley Sayres, owner-driver of the Seattle-developed unlimited class hydroplane, Slo-Mo-Shun IV.

damaging the boat during the strenuous summer racing program. He plans to enter his boat in the Gold Cup Race in Detroit July 22, an endurance contest of three 30-mile heats. If successful and he is named one of the three Harmsworth Trophy defenders, he will leave the boat in Detroit for the Harmsworth contests September 1 and 2. He then may also enter the boat in the Silver Cup races on Labor day, two 45-mile heats.

"New boats generally don't win races the first year," Sayres stated, referring to the mechanical breakdowns that are experienced when the racing boats enter the grueling speed contests. But he is confident that the *Slo-Mo-Shun IV* is not only fast on the straightaway but will handle well around the turns under racing conditions.

Piloting the *Slo-Mo-Shun IV* will be Sayres, and the co-pilot will be Ted O. Jones, who assisted in the design and building of the big racer. They have been given considerable assistance by R. Stanley Dollar, Jr., whose *Skip-A-Long* won the Harmsworth Trophy last year. With the *Skip* still at the bottom of Lake Tahoe, Dollar has been giving Sayres the benefit of his wide experience in speed runs and racing.

The *Slo-Mo-Shun IV*, the latest of the *Slo-Mo-Shus* series, has been developed jointly by Stanley S. Sayres, the owner, Ted O. Jones, a designer, and Anchor Jensen, the builder. The design and building and engineering of this particular type of boat has been 12 years in evolution.

The *Slo-Mo-Shun IV* is 28 feet LOA, is powered by a 12-cylinder Allison engine, driving through a Western Gear 3-to-1 step-up box fabricated in Seattle. The skin is formed from mahogany plywood, fabricated by Elliott Bay Mill, with Spencer Aircraft Company supplying accessories and fittings. Both are Seattle firms.

New Unlimited Class Hydroplane Developed by Portland Racer

by Lawrence Barber

LONG and lean is the 31½-foot racing boat which Orth Mathiot of Portland is building to pit against Stanley Sayre's *Slo-Mo-Shun IV* and other super-fast boats that appear on the West Coast this summer. It is a two-step hydroplane, built of plywood and mahogany frames from plans drawn by John Hacker, Detroit. Power is supplied by a 1735-hp. Rolls Royce airplane engine.

Mathiot said little about his project until it was more than six months along because he wanted to see how it would look when completed before he talked about it. He took a look at Sayre's boat at the Seattle Boat Show and went home convinced that he had a contender for any honors that may be up for racing boats this year.

Mathiot's first public announcement that he was building a fast boat—"over 100 miles an hour"—he says, was made at the intercity yachting meet at Portland Yacht Club April 22. Orth didn't tell much about it, but simply assured the visiting Seattle delegation that Portland would have a boat to race against *Slo-Mo-Shun IV*.

Mathiot hopes to launch the new boat in June and to run trials on the Willamette River near his moorage. He operates towboats and barges for Pacific Building Materials Company of Portland.

As yet unnamed, the new boat is rather heavily constructed of marine plywood with a thickness of five-eighths of an inch on the sides and top and five-eighths inch plywood

over an equal thickness of mahogany on the bottom. Framing is quite heavy and is expected to withstand the severe pounding of high speeds on rough water.

Two steps are cut into the bottom and a tunnel is provided under the stern to permit a stream of water to flow along the twin rudders. Mathiot said this tunnel may be filled in later if it proves ineffective.

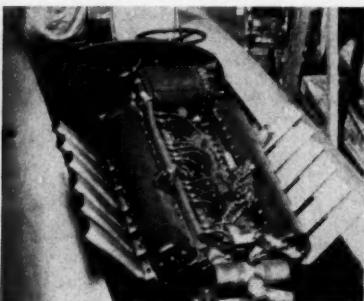
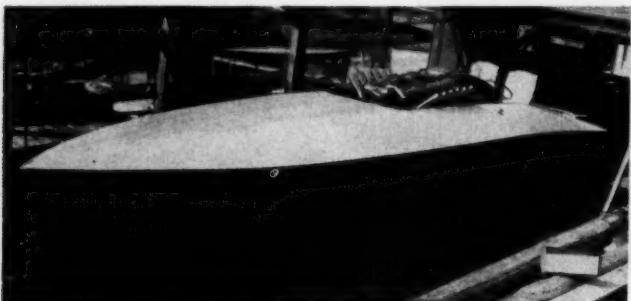
A cowl will be built over the motor after the early trials are made and mechanical defects are worked out. Two airplane seats are provided for the pilot and mechanic.

Mathiot's boat racing harks back to 1909 and the Alaska-Yukon Exposition in Seattle when a number of Portland men took up racing with marked success. Leader of this group was Johnny Wolfe, who operated the Phoenix Iron Works in Portland. Mathiot worked with him and assisted him in racing. Another speed demon of those early days was Fred Vogler. While Mathiot usually rode with the fast boats, he had a smaller boat of his own, powered by an airplane motor, immediately after World War I.

Alamitos Bay Yacht Club Wins Skimmer Interclub Contests

Alamitos Bay Yacht Club, Long Beach, took two straight victories in April over the Mission Bay Yacht Club, San Diego, in a skimmer inter-club race.

The Long Beach group had two out of a possible three first places. MBYC's Bob Gales was the only San Diego pilot to take a first against the Alamitos group, which last year won the series.



Orth Mathiot's 31½-foot hydroplane will race with the nation's fastest. Right, view of the 1735-hp Rolls Royce airplane engine which powers the Portland-built "Gold Cupper".



For strength, light weight and economy, plastics reinforced fiberglass cabin tops are standard on all 16-foot McChesney outboard cruisers.

Fiberglas Makes Versatile Boat-Building Material

THE USE of Fiberglas in all sizes of boats from dinghies to transports in one form or another is steadily increasing. The yachtsman is coming in contact with it principally for small boat hulls and as usual he exhibits characteristic caution. He wants to know what Fiberglas is, who handles it, how a product is manufactured from it, what plastics are used with it, how it can be drilled, cut, glued, nailed and painted.

When the answers to these questions become general knowledge Fiberglas-reinforced plastics applications will settle down to the jobs they can perform best along with the other accepted marine materials.

Fiberglas is a trade name used by Owens Corning Fiberglas Corporation to identify its finely-drawn glass filaments, which possess many characteristics of ordinary glass plus a high strength and flexibility not usually found in other forms. Fibers

by Marvin E. Carr
Pacific Plastics Co.

are twisted and woven into fabrics of many weaves and thicknesses for both industrial and decorative uses. Some are felted or matted into grades for reinforcing uses important to the plastics industry as well as in several varieties for insulation. The shapes we are most concerned with here, however, are the woven cloths and the mat.

Although Fiberglas is not a plastic, it is commonly called a plastic when impregnated, laminated, and formed in combination with a plastic resin. Polyester resins with some use of phenolic resins are most often used. These resins have gained their popularity principally due to their ability to cure with little or no pressure and at a wide range of temperatures. They give good surface hardness to the product and can be readily compounded

to give physical properties that are usually desired. In addition, they have very good weathering characteristics. These resins are a two-part material composed of the resin itself and a catalyst that is added to assist the cure.

A typical laminated part is constructed in the following steps: A form or model must be made to start with, followed by a mold. If the shape of the part is simple, then an open mold may be constructed from metal or Fiberglas itself and used repeatedly. If the shape is very complex, however, a mold may be made from plaster of paris and a destructible plaster mandrel cast in it. This mandrel is then broken up to remove it from the finished laminate. The mold or mandrel, before being laminated on, must be sealed with a sealing compound and a mold release agent applied to it. Glass cloth or mat is then impregnated with the resin and cut into strips or



A quickly-detachable plastics cruiser cab (left), designed for 14, 16 and 18-foot sportfishing boats, has a plexiglas window. At right is an eight-foot plastics reinforced fiberglass boat, suitable for car-top use. Both were designed by Ed Monk & Lorne Garden, fabricated by Pacific Plastics Company, Renton, Wash.

patterns to suit the particular job. After tailoring, the material is laminated layer upon layer to the mold or mandrel until suitable thickness has been built up. Then it is placed in a rubber-like bag, the air evacuated by vacuum, and baked from 30 minutes to two hours at about 250° F. When cured, the bag is removed, the part taken from the mold or the mandrel is broken out as the case may be, and the part trimmed up ready for shipment. In some cases where mat is used rather than cloth, the laminate can be made without the pressure as obtained by the bag method just described. These parts are quite satisfactory and are usually cheaper.

The use of glass fibers in cloth form give the greatest strengths because of the higher fiber content in a given thickness, but they also cost the most. The mat or blown fiber is much the cheapest on a pound basis, but more difficult to process. Everybody has a slightly different technique and as a result there is considerable difference in the Fiberglas hulls for sale. Many processors use the easy to handle cloth but mix canvas or some other material with it to bring the costs in line. Others have special resin mixes to assist them and complicated catalyst systems, all designed to bring down the costs and speed up production.

To enter the field as a manufacturer, you should have a full technical knowledge of the materials and by all means a secret or two. The back-yard repair, on the other hand, is very practical. Special kits are on the market with directions for repairing of damages and even for applying cloth to decks or hulls. These utilize a resin catalyst system that cures when exposed to the sunlight. The actual repairing is not unlike patching an inner tube on your automobile. The break or hole should be trimmed clean of jagged protusions then the surface should be sanded or filed to clean it and provide a foothold for the resins. A piece of mat or cloth is cut to size, impregnated with the resins supplied and placed on the affected area. In a short time with proper sunlight, the patch will be hard enough to trim with a file and then to sandpaper a finish suitable for painting. If the hull has molded-in color, it would be necessary to use a pre-colored resin or obtain some pigments you can use for matching.

To make a cut through this material, a metal cutting blade or an abrasive cut-off wheel should be used. The same applies to drilling—use metal drills and sharpen them frequently. To smooth the material,

an abrasive tool such as grinding discs, sandpaper or good metal cutting file will prove the most useful.

Boats and equipment of Fiberglas should be very popular for resort use where they get rough handling. They have very good impact resistance and can take much pounding before damage is done.

The molded Fiberglas hull is composed of basic materials that have a high surface hardness, practically no water absorption, certainly no swelling or dimensional changes. Weathering is good, barnacles, moss and sea weeds are discouraged and even the marine borer can find no nourishment in a belly full of glass. The design and shape of hulls or cabins can take advantage of the latest streamlining with added seaworthiness and less top heaviness. Cabins molded of Fiberglas are available now for boats of 14, 16 and 18-foot lengths.

One of the small boat manufacturers has adopted a Fiberglas cabin top to his 16-foot outboard hull. The cabin sides, being straight, are satisfactorily made from plywood while the top itself, which must be crowned in two directions to give adequate headroom without appearing high and boxy, is readily made from glass fibers. He did this with an actual savings in cost as compared to a wooden top.

Another manufacturer is using a porous Fiberglas acoustical panel for ceiling materials on the overhead in his cabins. This is a highly decorative panel with fireproofing, low moisture absorption and low cost as its main virtues.

Fiberglas materials have found their way into other applications too. On large ships where insulation is required, such as in refrigerators, these fibers are very likely to be found. In the molded and laminated varieties, beside hulls, we have: cabins, cabin tops, boats and so on. Many other applications are to be expected as additional boat manufacturers become acquainted with the materials and sources of manufactured goods suppliers who can fill their needs. The hard-to-form and hard-to-protect portions of boats or equipment might be covered or manufactured, fish holds where cleanliness is a factor might be lined, ice compartments and bait tanks are possible applications. These and many more will be analyzed for the cost and utility of these amazing fibers.

The 1949 boat show in New York had seven models of boats using Fiberglas in their construction but this year there are 25 models shown. An increase of some 350%!

Dan Pratt's Nautical Verses Featured on Radio Program

To add an extra dash of color to its popular marine radio program, "The Old Boat-Puller," KOMO NBC (100kc) has asked Dan Pratt, executive editor of *Pacific Motor Boat* and a former editor of *Pacific Fisherman*, to register for broadcast a series of his sea verses to be given over this program from time to time during the coming months. The first of these, "The Halibut Fishermen," was given over the May 30th broadcast in connection with the closing of the halibut season on that date.

Dan Pratt is well known to the readers of the Miller Freeman publications, having been with them since 1904 when he started as editor of *Pacific Fisherman*. Later, for 30 years, he was editor of *Pacific Motor Boat*.

During this period, he has written many verses for these publications pertaining to fishing, yachting and other marine topics, most of which have been published in his two books, the "Sunset Shore" and "The Diffident Mariner." Another, "Blue Horizons," is in course of preparation.

The "Old Boat-Puller" program, conducted by W. B. ("Doc") Heil, a well known personality on the waterfronts, is a feature of KOMO (Fisher's Blend) devoted to commercial fishing and other marine topics, is a coastwide broadcast and is given every morning from 6:00 to 6:30.



Dan Pratt

"Gossip" Wins Swiftsure Race in Gale!

AS LONG as our coast yachtsmen go down to sea in small sailing boats the story of the 1950 Swiftsure race will be talked about and cited as an event more replete with exciting incidents, tests of skillful rough water navigation and staunchness of small boats than perhaps any sailing race ever held on the coast.

It is probable that no event covering parts of three days could be held on the treacherous waters of Juan de Fuca Strait in June without the crews encountering some rough water in these tide-driven and wind-driven stretches. But this year the bounding straits overdid themselves and brought down a gale which in the final run home from Cape Flattery to Victoria at times reached over fifty miles an hour. Driving in from the west it carried mountainous seas before it that at times hid even nearby contestants from each other. All the boats but one finished and none was lost, but only one of the entries was without damage of some sort.

It's a long run—155 miles—from Port Townsend to Swiftsure Light, outside of Cape Flattery and back to Victoria, all of it deep sea, for technically a vessel is at sea as soon as it rounds Dungeness light. Throughout the distance are varying winds with sometimes quick squalls and tiderips that roll a vessel roughly even in calm weather. And in this race were boats ranging from 38 to 74 feet in length, most of them built with racing in mind and a number of comparatively small sloops. The fact that all of them came through testifies that Northwestern yacht clubs are developing some expert deep sea sailors.

As preparations for the race began, the seas were kicking up considerably in Puget Sound, enough to convince the power boat sailors of the Seattle Yacht Club to call off their predicted log race and go home, on Saturday, May 28, the day preceding the start of the big race. Ray Cooke's *Circe* won the Swiftsure Sendoff Race, from Golden Gardens to Marrowstone Island, starting out in a light wind but running into a duster at Point No Point.

Shortly after the Sendoff race ended, the *Dorade* ran aground and was pulled off by a Tacoma photographer, Ken Ollar, who subsequently accompanied the fleet around the Lightship in a 19-foot craft.

As the boats got under way from



The PCC Gossip was winner of the 1950 Swiftsure Race—Ken Ollar photo.

Protection Island at 10 a.m. Sunday, May 28, the weather alternated with squalls, flat calms and rain. In the early hours of Monday morning the fleet began rounding the lightship, *Marufa*, *Westward Ho*, *Alotola*, *Gossip*, *Nautilus III*, *Red Jacket*, *Dorade*, *Circe*, *Ono*, in that order.

There were huge heaving seas which rose to 20- and 30-foot crests, with wind from 38 to 55 knots on the return voyage. *Marufa* did not lose a man overboard, as was first reported, for when the green water had passed over, there he still was, half-drowned but holding on. The *Gossip* planed over huge waves, and was clocked at 13 knots at one time.

Short of the finish line, the *Gossip* suffered a broken spinnaker pole, which caused the sail to fill with water and heel her over for almost a minute. After cutting the spinnaker line, the *PCC* righted.

The *Gossip* was soon under way again, finishing shortly after the *Alotola*, who came in first, and the *Marufa*, which was the second big sticker to reach the finish line. The

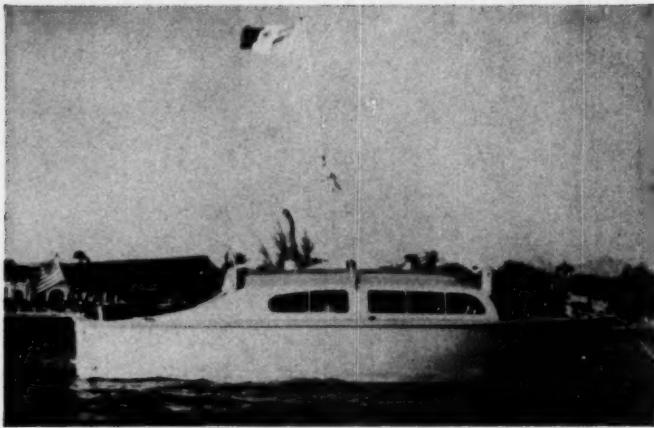
finish time of the *Alotola*, 15 hours, 36 minutes and 17 seconds was a record run for this race.

The only boat to escape some damage was the *Ono*, the smallest boat entered. *Circe* was forced to end her race at Esquimalt Navy Depot after losing her spinnaker under the boat. The line fouled the rudder and cut into it for 18 inches. *Westward Ho* also ran over her spinnaker. *Marufa* split hers, and *Nautilus III* ripped her spinnaker. During the race the *Serade* lost her bearings and was headed for the Hawaiian Islands until redirected by an escorting Canadian destroyer.

Here are the official results of the 1950 Swiftsure race, in order of finishing:

| BOAT AND OWNER | FINISH TIME | ACTUAL | CORRECTED |
|--------------------------------------|-----------------------|----------|-----------|
| <i>Gossip</i> , Dr. Philip Smith | 16:05:00 | 8:19:32 | |
| <i>Nautilus III</i> , Harbine Monroe | 17:12:00 | 8:39:13 | |
| <i>Ono</i> , Dr. Herbert Day | 18:05:00 | 8:41:53 | |
| <i>Alotola</i> , Charles Friesie | 15:36:17 | 9:03:49 | |
| <i>Red Jacket</i> , George Parsons | 16:23:59 | 10:25:38 | |
| <i>Dorade</i> , Franklin Eddy | 17:09:00 | 10:32:29 | |
| <i>Marufa</i> , John Graham, Jr. | 15:58:44 | 10:36:48 | |
| <i>Westward Ho</i> , John Helsell | 17:41:00 | 11:12:34 | |
| <i>Serade</i> , Dr. C. D. Goodhope | 21:10:00 | 12:05:41 | |
| <i>Angelica</i> , John Locke | 19:50:00 | 12:44:22 | |
| <i>Circe</i> , Ray Cooke | Finished at Esquimalt | | |
| <i>Swiftsure</i> , Gus Gratzner | No Finish Time | | Reported |

MEXICAN WATERS LURE CALIFORNIA BOATS



The *Enchanter III* anchored off La Paz with a 3-knot current running.

Cruise of the "Enchanter III" Proves Small Boats Can Make Mexican Voyages

WE FOUND plenty of fish, and very hungry fish," said J. L. Munson, returning from a month's cruise from Newport Beach to the Gulf of California and back between January 19 and February 20, 1950.

"Our best fishing was from about 20 miles this side of Cape San Lu-

cas on the ocean side, and on around to about 20 miles up into the Gulf, all along the lower end of Lower California and up to Los Frailes." Munson said he lost many jigs to marlin.

The cruise was made in a thirty-foot, single-engine cruiser, with three men aboard. In addition to

Munson, owner and skipper of the *Enchanter III*, there were Ed Munsey of Newport Beach and Charlie Holmes, Long Beach. All are members of the United States Power Squadrons and attribute much of their ability to take so small a boat on this 2200-mile cruise without mishap to their Power Squadron training in piloting and navigation.

Munson had equipped his engine with two carburetors, one fuel pump to work electrically so that he could transfer gasoline from or to any of his three tanks, and from or to drums carried end up in the cockpit. In this way he carried 850 gallons of gasoline, enough for the entire cruise.

There were aboard a direction finder, automatic pilot and radio telephone, all rated by the men as invaluable instruments. But there was no ice aboard and Munson said that it was unnecessary since the fish were so plentiful. Instead of gaffing their fish, the brailing net was used to hoist them aboard and the ones not used were thrown back, unharmed.

Munson feels that there is no reason that local sport fishermen cannot make the cruise to the Gulf to enjoy the good fishing, but advises that careful plans be made, a good navigator be aboard, a good engine mechanic, and spare parts.

"Polaris" Provides DeLuxe Quarters For Fishing Near La Paz

by Earl R. Bishop

OTHERS might have more time for fishing and even catch more fish than this writer did on a trip to La Paz, but they couldn't have had more fun.

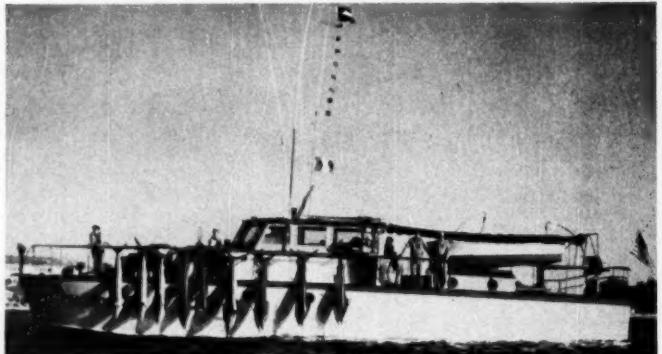
On the 63-foot twin diesel yacht *Polaris* headed for marlin and other sport fishing off the tip of Lower California were Mr. and Mrs. Willard North, their crew of three and six guests.

Two 15-foot Wizard Resorter model Fiberglas speedboats, equipped with ten-horsepower Johnson outboard motors provided passengers with a superb convenience. While the mother yacht was cruising on one course, the speedboats could cover two other sea areas, so

meandering marlin or schools of other fish hardly could escape detection. Even when schools failed to show up on the surface their presence beneath the boat was betrayed by red flashes on the submarine signal Fathometer Jr., which even registered the density of

schools and their depth below the surface.

Equipment on the *Polaris* is designed for the utmost in service and efficiency. Two Graymarine 225-horsepower diesel engines give an excess of power and maneuverability.



Marlin flag flies high—to make room for the eight smaller flags heralding the total of nine swordfish boated in a few hours by the yacht *Polaris* off La Paz.

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Both of these Shell products are available
from all Shell marine dealers and most Shell
service stations near boating areas. Also
from many other dealers in marine supplies

West Coast Outboard Racers Plan Busy Season



Time out for lunch during the recent fishing expedition of the Pasadena Outboard Club on the Colorado River. The photo was taken by Jack Taylor, owner of the boat and commodore of the club.

Families Find Fun in Small Boating In a New Type of Outboard Organization

by Ed Craven

DURING the winter months when fishing and outboard cruises were practically an unheard of thing, the Pasadena Outboard Club acted as host club for several very successful "Field Days" which were organized by the Stock Utility Racing Commission of the American Power Boat Association and held at nearby Lake Elsinore.

The club's latest and most successful trip was taken over the weekend of March 24 and 25, when as a group, they went trout fishing on the beautiful and wild Colorado River. The group headquartered at Murl Emery's Landing near Nelson, Nevada. This stretch of water below Hoover (Boulder) Dam is known far and wide for its big

scrappy rainbows, and the early spring fishing is unequalled anywhere. By sun-up Saturday morning, thirty-four club members were beating on Murl Emery's door. They had towed (or carried on top of their cars) 14 outboard boats. Chaos reigned at the mass launching, but they were soon on their way both up and down the river.

To the unanimous delight of all these city-grown Ike Waltons, no one had to wait very long, as the fish were hungry and were hitting all sizes of salmon eggs and any tin-ware that was thrown at them. The water there was very cold, swift and clear, and the trout taken out were sweet and solid—many of the members had their limits within two

Seattle Outboarders Schedule Races

THIS SEASON the Seattle Outboard Association is preparing for its biggest year. The National F Runabout Championships have been awarded to the S.O.A. and will be held as the last two heats on Sunday, August 20, on Seattle's Green Lake during the races there as part of the "Seafair."

The association has been invited to Prosser, Washington, on July 4, where it will run Classes A, C-Service, C & F, on the Yakima River. On August 6 it will go to Pasco, the same day as the Tacoma Outboard Association race around Vashon Island.

In the race at Shadow Lake, May 25, Bob Jacobsen took first place in the Free-for-All and E. U. Utility races. In the B. U. Class Harold Jensen, Sr., Tacoma, took a first with his son, Harold, Jr., second. First place in the A Hydro race was captured by Gene McVicar, Seattle, while in the C-F Hydro Gordy

hours of fishing. Then it was back to camp for a big fish-fry, so they could legally go back and catch more!

Those with higher horse-powered motors went up towards Boulder Dam through the rapids, and those with motors not sufficiently powerful to take them through that kind of water fished equally successfully in the slower parts of the water nearer home base.

Most of the party spent the night in tents or cabins at Murl Emery's, but Commodore Jack Taylor and his party chose to camp on a sand-bar several miles up the river.

After another few hours of successful fishing on Sunday morning, the group loaded their boats, iced their fish, and started for home.

Our club is still a young and growing organization.

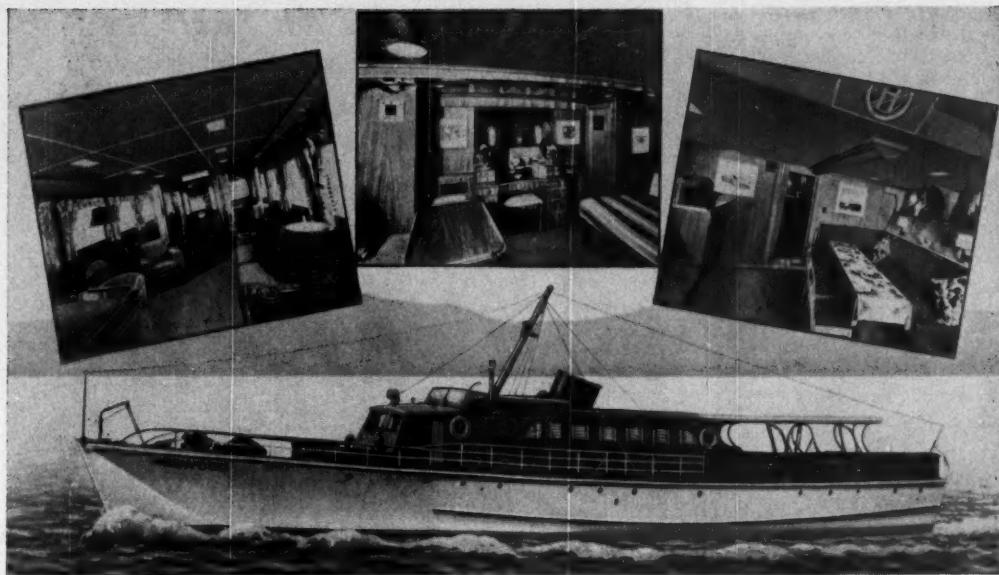
In the late spring of 1949, a small group of "dyed-in-the-wool" outboarders in Pasadena, Calif., decided that they should in some way organize an Outboard Club for the whole family, so that the fun of outboating would not be confined to just "Pa" or "Junior" but would afford real fun for the entire family—and as club, for a group of families. These few people then went all out in an attempt to put this new type of club together, and get it functioning on a solid basis. When a prospective member was approached, he immediately thought of an outboard club as nothing but a racing organization, and as a result, it took a little "educating" to convince him that in this instance that was not the case—this club was formed for group fishing, cruising and all-around enjoyment.

Crossman and Howard Price of Seattle were tied for first place.

The Seattle - Tacoma Outboard Marathon, held for the first time last year with 75 boats, will be repeated again this year on June 28, and because of a much greater list of prizes and trophies, the entry list is expected to be greatly increased.



Bob Jacobsen, with an E. U. Utility, was a winner at the Shadow Lake race of the Seattle Outboard Association on May 25.—Cooley & Thomas photo.



M. V. "Harwood"

From Fairmile to Luxurious Yacht

THE sleek white hull of a converted Fairmile-B, one of the great Canadian war-time sea hunters, is now gliding through the waters of the Pacific Northwest Coast in the shape of the rebuilt *M. V. Harwood*, 112-foot yacht owned by Duncan Harwood & Co., Ltd., Vancouver, B.C., a Canadian distillery firm.

Powered with two 225-hp Graymarine diesels, it has a cruising speed of 12½ knots and a top speed of 14 knots.

The interior refitting work includes normal cabin accommodations for 12 persons. Utilizing deck salon bunks, the vessel has a total sleeping capacity of 19, including the crew. Two forward staterooms have been completely repanels in natural birch, a master stateroom has been done in satin walnut and the main dining salon, deck salon, flying bridge, chartroom, serving pantry and passageways are paneled in mahogany. An after stateroom is paneled in bleached birch.

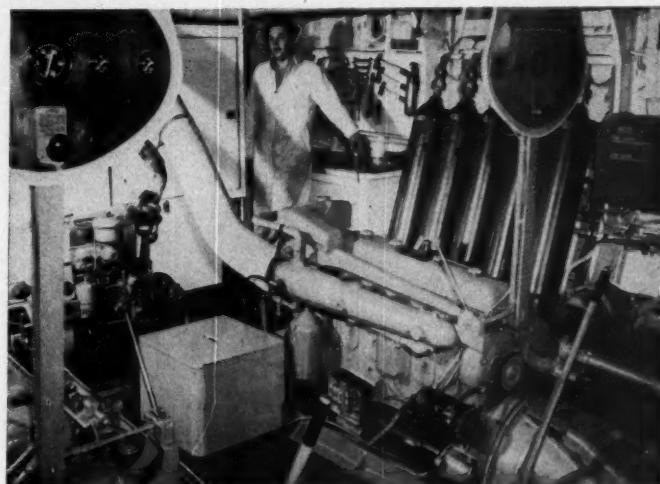
The luxurious interior fittings include five staterooms, three private shower bathrooms and one bathroom with both shower and tub. A writing alcove has been constructed in the

deck salon, where the bar also is located.

Harwood has an overall standard Fairmile length of 112 feet, with a 17 foot, 8 inch beam, giving ample deck space as well as steadiness. The sleek lines of the Fairmile hull are,

of course, well known, and the re-fitted bridge and permanently rigged windbreakers have added a touch of solidness to the trim lines of the original design.

The re-designing was done by Thornton E. Grenfell, naval archi-



Engine room of the *Harwood*, showing one of the twin 225-hp Graymarine 64HN9 diesel engines.

tect, and the entire reconditioning job was carried out by a crew under direction of the owners.

The vessel is equipped with Marconi radiotelephone in addition to standard navigating equipment. Short-wave and standard radio outlets are fitted throughout the ship. A Submarine Signal "Fathometer" and a Fisher radio direction-finder have been installed in the chart house. Ellinwood hydraulic steering controls are installed at steering stations in both chart house and bridge.

The vessel has a fuel capacity of 1200 gallons of diesel oil, and also carries 1200 gallons of water—all in self-sealing monel tanks. In addition 390 gallons of stove fuel are carried.

The registered deadweight of hull, engines and fixed equipment is 119 tons, and the hull is double-planked with diagonal mahogany and the decks with double-planked diagonal teakwood.

Since the vessel was refitted, she has cruised most of the area along the British Columbia Coast and coastal inlets, including Princess Louisa Inlet, the Gulf Islands, Knight Inlet where a goose shooting party was held and has gone as far North as the Alaskan boundary.

San Luis Yacht Club

Members of the San Luis Yacht Club, San Luis Obispo, California, recently held their own boat show. Nineteen boats were exhibited, ranging from small sail boats to power cruisers. The San Luis Yacht Club was organized in 1936 and today claims more than 100 members.

Comely Miss Triumphs Over Yachtsmen In San Diego Y. C. Opening Program



Just after victory, Mary Ann Lodge and her crew (left to right), Bob Newbegin, Ernest Schiefer, and her father, William Lodge, pose with the Jessup Trophy. Miss Lodge tilled the sloop, *Coronet II*, in the San Diego Y. C. opening.—Ruskauff photo.

TWENTY-THREE year old Mary Ann Lodge, a chemist at the Scripps Institute of Oceanography at La Jolla, won the San Diego Yacht Club's Jessup Perpetual Trophy. She defeated, with her 24-foot sloop *Coronet II*, a record fleet of 40 rivals which turned out for the 65th opening day of the SDYC, May 14.

Her crew included her father, William Lodge, Ernest Schiefer and Bob Newbegin. Second in the hand-

icap sail went to the former world's international star boat champion, Milton Wegeforth, with *Oney*, and third to Morton Carlile's *Mischief*.

The annual inspection of yachts resulted in these trophies: Sefton Trophy for sailboats and PC Sungold award—*Spirit of 76*, Ed Tobin; Nuttall Auxiliary Trophy, *Banshee*, Commodore Paul Rayburn; Penguin Trophy, *Chilly*, Bert Israel; power cruiser trophy, *Lazy J*, L. R. Jefferson; Junior Starlet Trophy, *Tipit*, Nickey Frazee; International 110, *Caprice*, Dick Lough; Luders 16, *Sub Deb*, M. M. Reynolds.

Two Hundred Yachts Compete In Hearst All-Clubs Regatta

Powerful winds, choppy waters, and a fleet of 200 yachts featured the Hearst All-Clubs regatta last month on San Francisco Bay.

Various winners were: Division 7, *Acc*; Division 8B, *Java Head*; Division 8A, *Patita II*; Division 9, *Petrel*; Division 11, *Landfall II*; Division 14, *Westwind*; Division 15, *Hosstar*; Division 17, *Peggie*; Bear Class, *Teddy Bear*; Bird Class, *Cooockoo*; Windward Class, *Tempest*; Hurricane Class, *Hanaloa*; International 110 Class, *Ugh*; Rhodes 33 Class, *Dream*; 210 Class, *Ripples*; Star Class, *Can-can*; Golden Gate Class, *Teenamo II*; PIC Class, *Vandal*; Acorn Class, *Eight Ball*; and Junior Clipper Class, *Sassafras*.



Staff Commodore Dr. J. Robert Smith, left, Lt. Comdr. John Peak, USN, Ret., center, and Leon L. Bethell made up the inspection party on opening day at San Diego's Mission Bay Yacht Club May 21. They are shown here inspecting one of the Naples Sabots of the Mission Bay fleet.



Straight Steers by Skipper

If you're charting a cruise, you'll be glad to know that up and down the Pacific Coast you're never far from CHEVRON Gasoline. This quality fuel for your boat is available at 213 Standard Marine Stations. That's 213 friendly marine service stations between Mexico and the Aleutians ... and each one, in addition to supplying you with CHEVRON Gasoline, can meet all your cruising needs.



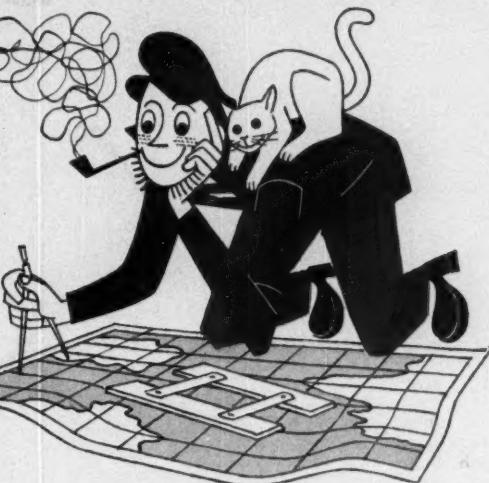
For engine protection, use RPM Motor Oil. It's compounded to keep engines free of corrosive rust. Even though your boat's tied up for weeks, "RPM" prevents rust from reaching engine parts. It clings to cylinder walls, prevents start-up wear when you're ready to go again. And here's another Straight Steer: to play it safe in unfamiliar waters, don't trust your anchorage until you've double-checked your Standard "Tide Tables" book.

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For extra power, combined with economy, rely on CHEVRON Gasoline. It gives you more mileage — through careful control of its distillation. Also, because it has a fast starting and fast warm-up quality, CHEVRON Gasoline sidesteps the common waste caused by choking. And it's carefully blended to give peak power in any emergency. You can go into reverse fast, for example, with less risk of engine failure.



Newport Harbor Builders Launch Many New Pleasure and Commercial Craft



A sea-air view of the new Palm Beach Park small boat launching ramp which was dedicated May 7 at Long Beach, California, as part of the master plan for the beach front. The project includes the construction of a road, a parking lot, launching ramp, and a fresh water tank in which the boat owners can flush out their outboard motors. The launching ramp will be used by the Long Beach Outboard Boating Club, which boosted for the project, and other small boat enthusiasts.

NEWPORT HARBOR, whose boat-owning population in 1936 numbered only 988 boats of all kinds a decade later had increased to 4,067, is famous for the men who build as well as for those who sail.

Carl Chapman is now building for blue-water sailor Richard Stewart a 30.6-foot motor sailer. She will be an aristocratic, sea-going craft with teak decks and mahogany planking. Designer is William Lapworth.

Dick Ditmar, whose father is veteran craftsman Tom Ditmar, in cooperation with Donald Donaldson, has finished for the famous Gene-and-Gerry Hatchet fishing team a 42½x11.6-foot V-bottom combination boat with accommodations for four.

Ready for launching is the Ditmar-Donaldson-built Kay B, for M. C. Boyd. This is a 33x9-foot exceptionally sturdy Albacore boat, to be powered with a Chrysler Ace, 2½-to-1 reduction.

The Ditmar-Donaldson combination will have ready for summer

fishings a 64-foot sportfisher to be operated by the McCullah Brothers out of Oceanside. An 80-hp "Caterpillar" D-4600 will be installed.

Dick Matheny, oldtimer in the sportfishing business at Newport Beach, is building at Costa Mesa a 43-foot charter boat to carry 30 passengers. She will be powered with a 165-hp General Motors diesel.

Sawdust will soon fly on the construction of a 33-foot sailing craft, a double ender, designed by William Huber. Tom Ditmar will supervise construction.

August Hansen, who has been building boats at Newport Beach for some 30 years now, is completing a 22x7.6 lobster boat for Art Pobar of Capistrano Beach. She will use a Gray Lugger, Model 4-162, 1800 rpm.

Irving Giese has just completed the hull of the *Elizabeth W. Badger*, 41-foot schooner for Stan Badger of Newport Beach. Giese has begun construction of a 27x10-foot vessel for Stanford Smith, patterned on the West Indies sloops used for freight-

ing. Auxiliary power will be a 16-hp Gray Light-Four.

Seymour Paul, Newport Beach, has designed a 26x9-foot Chris-Craft powered, steel-hulled sport-fisher and charter boat, which is being built by Don Charle.

Del Davis, builder, recently put into the water two commercial fishing boats, sister-ships *Mello Boy* and *Shani Girl*. Both are 41x13.8 and both are powered with Chrysler Royal engines, 3-to-1 reduction. These baby purse seiners are of round-bottom construction, and are well equipped with navigational-electronic aids.

"Zodiac" Makes Record Honolulu Crossing

What is believed to be the fastest recorded sailing time from the Hawaiian Islands to Cape Flattery was made by the 67-foot yacht *Zodiac* which arrived at Nanaimo, Vancouver Island, in mid-May.

The *Zodiac* cruised 2712 miles in 14 days, 17 hours, 30 minutes. The total distance covered for the crossing was 2860 miles.

The achievement was all the more remarkable in view of the heavy storm encountered for three days just out of Honolulu. The generator broke down during the buffeting, but it was decided to continue the voyage. Repairs were eventually effected.

The yacht was skippered by her owner, A. B. Cleveland, and was piloted by Captain B. Abrams of Nanaimo, B. C.

Hull of the *Zodiac* was built in Holland and completed at Los Angeles.

In the crew were Al Davis of Vancouver, B. C.; Louis R. Mann of Klamath Falls, Ore.; Alva Summers and Bud Thompson, both of Vancouver.

Cleveland, retired manufacturer and publisher, has disposed of his interests in the United States and plans to live at Qualicum, Vancouver Island.

Thunder Bird Modernized

Electronic equipment played an important part in the considerable job of complete modernizing that Kline Hillman has had done on the handsome 50-ft. motor yacht *Thunder Bird*, purchased this spring from an Everett owner. This was supplied by the Marina Mart of Seattle and consisted of a new 55-watt Fisher "Mate" radiophone, Airpax charging equipment, a new Trident depth-sounder and a Photo-Electric Pilot.

Seattle Plans Colorful Seafair Starting August 11

PRELIMINARY plans for water events during Seattle's Seafair, August 11 to 20, have been announced by Guy Williams, assistant manager in charge of the sponsoring organization, Greater Seattle Incorporated.

The National Water Ski tournament is scheduled for Green Lake August 11, 12 and 13. This marks the first time the national championships have been held west of the Mississippi. Don Ibsen, Western Vice President of the American Water Ski Association, is chairman of this event.

The Pacific Outboard Hydroplane and National Runabout championships are scheduled for August 19 and 20 on Green Lake with more

than one hundred entries expected. Other speed boat events include races for inboards on August 18, which will include the 135 and 225 CC class. These races have official sanction and points will be awarded for the Jafco and Trimper Trophies. A 48-inch CC Hydro class race is also being scheduled. Len Ivey is chairman of all speed boat events.

Sailboat races for all classes will be held on Lake Washington on the afternoons and evenings of August 14, 15 and 16.

A decorated boat parade will be staged on Lake Washington August 20.

A massive Marine Parade will jam Elliott Bay on August 19 with entries consisting of naval class,

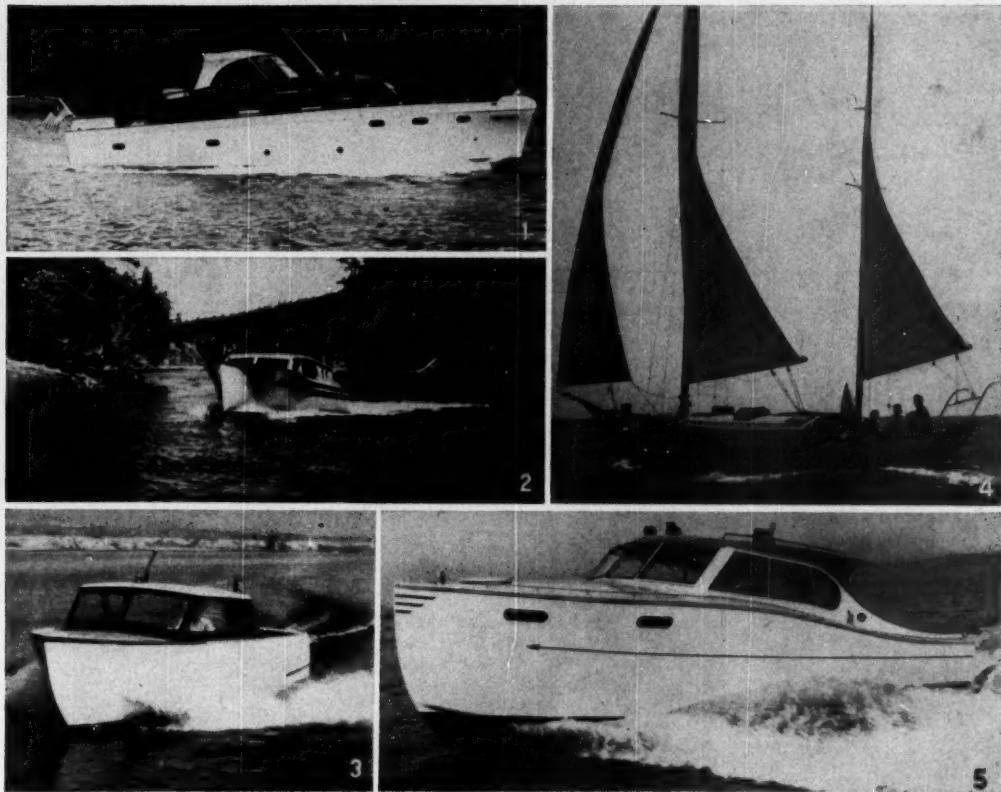
commercial class and all manner of pleasure craft from the largest yacht to small rowboats.

In addition, land parades, a father-son salmon rodeo, a junior trout fishing contest in Green Lake, a giant clambake on West Seattle beaches and a considerable dash of pageantry will brighten up the town during the August 11-20 Seafair dates.

Plans are under way by the Seattle city council for the construction of a marine stadium on Green Lake for the immediate purpose of presenting professional aqua follies production.

Nordberg Diesel Bulletin

Publication of a 16-page, two-color bulletin on Nordberg Type FSM-16 four-cycle, direct reversing, 16-inch marine diesel engines is announced by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.



New Boats for the Pacific Coast

1. A proud addition to the fleet of the Tacoma Yacht Club is this 52-foot Chris-Craft, purchased by J. D. Shotwell from Adams Marine Service, Inc., Tacoma. Power is twin 200-hp G.M. diesels. 2. Hi-Seas, a new Ed Monk and Lorne Garden-designed 30-foot cruiser, is owned by Vic Griffin, vice-commodore, Capitol City Yacht Club, Victoria, B. C. Power is a 90-hp Flagship. 3. The new steel-hulled Charcroft

26 x 9 feet, is built at Newport Beach, California. 4. South Coast Company's new 36-foot Angelman-designed ketch, Moonbeam, which was sold to Orin Thorkildsen of Lido Isle, Newport Harbor. 5. One of the first Saficraft steel cruisers on San Francisco Bay is this 28-foot deluxe sedan, owned by W. T. Shaw, Fresno, Calif. Power is a 100-hp Packard. It was sold by California Marine Sales & Service Co., Alameda, California.

It's BRYANT'S for Chris-Craft

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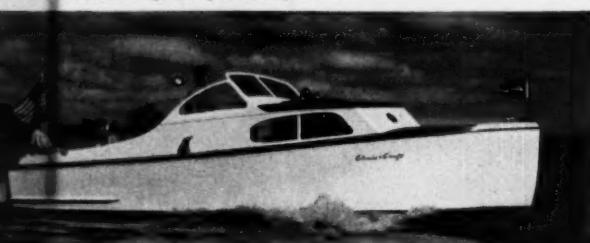
Great boats . . . great values . . . great buys . . . 16 feet through 62 feet. See the CHRIS-CRAFT fleet first!



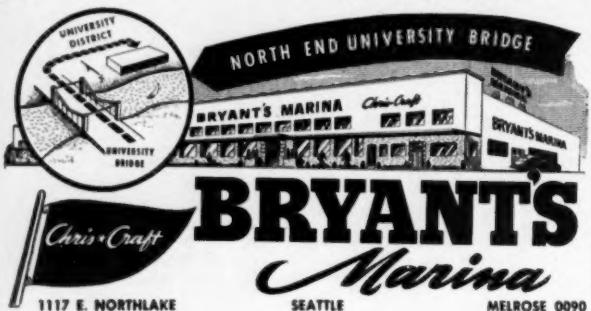
Express enjoyment for you in the new Chris-Craft 30-ft. Express Cruiser—dining nook, ship's galley, built-in wardrobe, forward stateroom with 2 berths, full-height toilet compartment, single or twin engines with speeds to 32 m.p.h.



New 1950 Riviera Runabouts—16, 18 and 20-ft. Beautiful 2-tone mahogany finish, maroon upholstery, stainless steel rub rails, new chrome and plastic steering wheels, effortless speeds up to 40 m.p.h.



Fun unlimited for you as the owner of this new Chris-Craft 23-ft. Express Cruiser for 1950. A swell boat for fishing, vacationing, week-end cruising, speeds up to 32 m.p.h., two berths forward, big cockpit aft. Attractively priced, too!



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Chris-Craft Commander—34 ft. of luxurious enjoyment! Big cockpit, dinette, galley, toilet compartment. Sleeps 6 in 2 staterooms. Single or twin engines, speeds to 30 m.p.h. Other new Chris-Craft Cruisers in 24 thru 48-ft. lengths. Delivered at Newport Beach as low as \$14,455, plus taxes.

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For thrilling sport and adventure

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Fun galore in either of these beauties! Left, 28-ft. Enclosed Cruiser, single or twin engines, speeds to 36 m.p.h. Sleeps 4, dinette, toilet. Right, 22-ft. Sportsman, speeds to 36 m.p.h. There's a Chris-Craft for you, priced as low as \$1890!



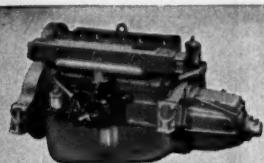
Beautiful 1950 Chris-Craft Express Cruisers—21, 23, 26, 30, 34 and 40 ft. Above, 30-ft. Express with stateroom forward, toilet, galley, dinette. Sleeps 4. Single or twin engines, speeds to 32 m.p.h. Folding top with side curtains, extra.



Chris-Craft Commander—34 ft. of luxurious enjoyment! Big cockpit, dinette, galley, toilet compartment. Sleeps 6 in 2 staterooms. Single or twin engines, speeds to 30 m.p.h. Other new Chris-Craft Cruisers in 24 thru 48-ft. lengths.



New 41-ft. Flying Bridge Cruiser. Sleeps 8 in 4 staterooms, toilets fore and aft. Complete accommodations for extended cruising. Twin engines, speeds to 24 m.p.h. Dual controls, extra. Also, new 52 and 62-ft. Motor Yachts.



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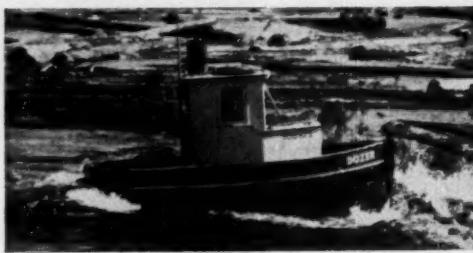
... BULLDOZER TUGS — A HANSON DEVELOPMENT ...



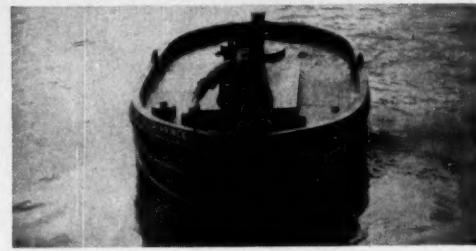
New 26-foot steel boom boat, for Walton Lumber Company. Four of these were built for upper Ross Lake.



COAST PRINCE, a 16 x 8 x 2 foot Hanson tunnel stern boat for British Columbia Forest Products, a new design for shallow waters. A second now building at Manly's.



DOZER, a 16 x 8 foot wooden tug, used for booming by Crown Zellerbach at Port Angeles, Wash. Approx. 40 have been built in the last five years. Six building now.



PITT RIVER PRINCE, a 16 x 8 steel bulldozer tug. About 20 of this model are in use by Northwest lumber mills.

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A powerful new bulldozer tug at work, booming logs at Port Renfrew on the West Coast of Vancouver Island for British Columbia Forest Products, Ltd. She is the all-steel Coast Prince, 16 x 8 feet, a new shallow draft, tunnel stern type. Builder was Manly Shipyards and designer, H. C. Hanson. The cockpit is located aft so the operator can easily handle the tow bitt.

Bulldozer Tugs Speed Up Log Handling

Shorter, stronger and more powerful, the boom boat has been recently evolved into a distinctly new type of Western work boat.

BOOM BOATS have broken one bottleneck in the highly-mechanized logging industry. Now these powerful 16- and 24-foot midget tugs handle waterborne logs, build rafts, break up rafts, and sort logs by size and species for the mills.

In the last five years these short, powerful, unsinkable boom boats have replaced much hand labor and inefficient vessels. In Western Canada and the United States upwards of 100 of these little boats have been built at a cost of around \$800,000.

In British Columbia 12- and 13-foot models are used mainly for sorting logs in confined areas. The 16-footers handle booms and bundles and sort loose logs. The 24-footers are used for river work and log handling in exposed waters. The latter size incline to be more suitable for straight-away towing.

Development of this type of boat was first started in British Columbia. Twenty-five years ago a number of 30- to 35-foot one-man tugs were built which carried engines of 35 to 200 hp (*Pacific Motor Boat*, April, 1927). It was just prior to this time that H. C. Hanson, Seattle naval architect, first entered the boom boat field by designing some 28- to 40-footers for use in the Puget Sound area.

In 1933 Hanson designed a 24 x 8-foot boom boat for the Comox Logging and Railway Company at Ladysmith, British Columbia. Of this original model, 18 boats were built. It was this same model that Hanson took in 1945, removed 8 feet from the center, put in more power, and the result was the 16-foot bulldozer tug. More than 50 tugs of this model has since been built, both of wood and steel.

L. S. Baier, Portland naval architect and builder, has had a major hand in planning 16- and 24-foot boom boats for use in Oregon waters. These are all-welded steel vessels incorporating the Baier system of longitudinal framing which insures a smooth hull and incorporates a built-in heat exchanger for fresh water cooling. These boats are doubled-framed with double reinforcing chine for greatest strength. Monkey rudders for backing are standard equipment on all Baier designed boats.

In general, the 24-foot boom boats resemble conventional tugs. But the smaller, powerful bulldozer tugs are as ugly as bulldogs and are a distinct departure from the ordinary rules of naval architecture.

Strength is a prime requisite for a boom boat. Either wood or steel

has been found to be satisfactory. Steel boats are believed cheaper to build and cheaper to maintain. Some 16-foot wooden-hulled bulldozer tugs are in good shape after four years hard service.

Typical construction of a 16-foot wooden boom boat includes a fir keel, 14 x 18 inches in cross section, 5 x 5 ribs on 12-inch centers. Stem is a 10x14-inch gumwood reinforced with a 14-inch steel I-beam in front. The planking consists of 2-inch fir covered by 1/2-inch ironbark, and protected by an exterior skin of half oval corrugated steel, which tends to grip the logs.

One disadvantage has been found in operating a steel-sheathed wooden hull. After several years' use it is sometimes found that the screws or bolts holding the plating becomes loosened and causes leakage or rotting to take place.

For that reason in the last several years a number of boom boats have been built of steel. These steel vessels are easily repaired and are said to be somewhat cheaper to build than steel-sheathed wooden vessels.

On the 16-foot steel boats the side plating is generally 1/4 to 1/2-inch steel, the bottom plating 3/16 to 3/8-

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inch steel, and the keel and stem of steel 1 to 1½ inches or more.

Spikes or other projections are incorporated in the ram on the bow to catch and hold logs. It has been found by one British Columbia builder that flanged iron, bolted to the bow, provides off-center pushing projections which enables the boat to catch the logs at a more acute angle and to aim them nearly in the same direction that the boat travels. In sorting grounds with this type of boat it is possible to shoot the logs into the sorting pockets like shooting pool.

Experience has shown that a house or shelter cabin for the operator makes the boat much more comfortable in all weathers. For log work a boat of the least possible freeboard aft is desired. Loggers with their caulked boots prefer a wooden deck, and many of the steel boats have rough fir planks which can easily be renewed.

Average horsepower in the powerful little bulldozer tugs now is from 100 to 120 hp, although it ranges from 80 to 200 hp.

Chrysler gasoline engines have proven popular in a large number of small boom boats. Two 16-foot steel boats recently built for the Booth - Kelly Lumber Company, Springfield, Oregon, by Baier were powered with Chrysler Crowns with 3.17-to-1 reduction gear. This power plant is also popular in the bulldozer tug fleet of British Columbia.

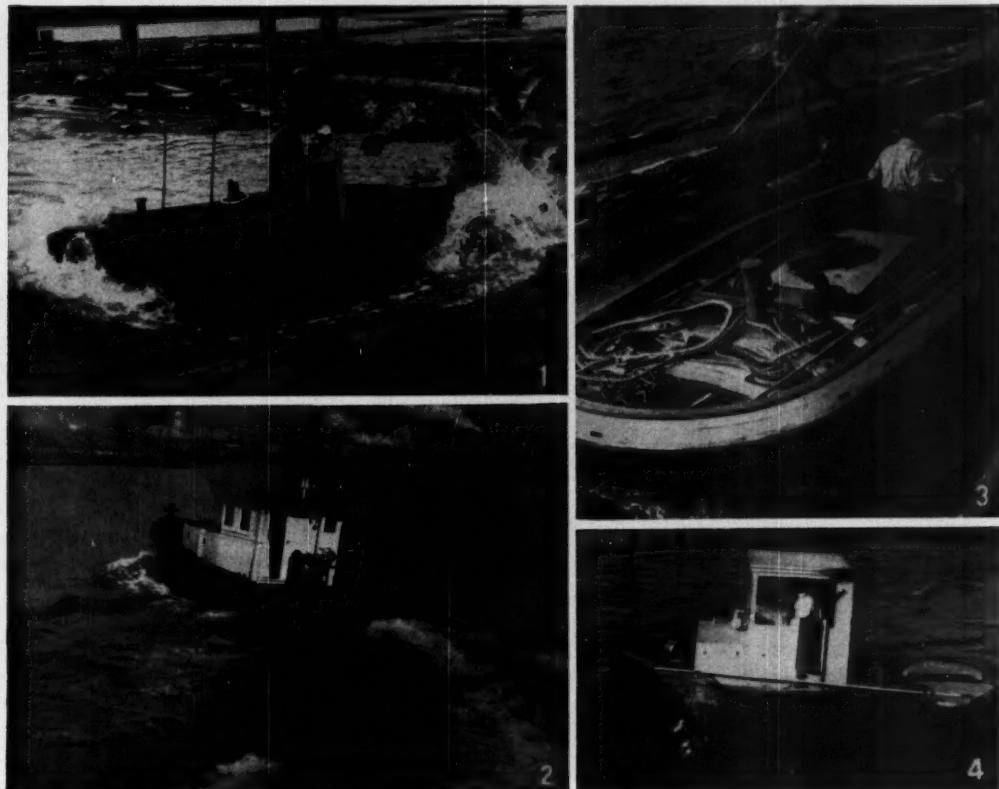
Weyerhaeuser Lumber Company is powering its growing fleet of 'dozer tugs with 100-hp Packards using 2.52-to-1 reduction gear and hydraulic reverse gear. In British Columbia diesel engines are also used, including Caterpillar and Cummins models. The 100 hp at 220 rpm Cummins, de-rated to 65 hp for continuous use, is the Cummins model found most suitable.

Equipment on boom boats is

simple. Controls are kept to a minimum because these tiny one-man tugs must be operated by a man in a standing position who frequently must leave the cockpit to grab his pike pole or dog chain. Hydraulic steering has proven most satisfactory on the 24-foot vessels.

Designed and built especially for these powerful bulldozer tugs by the Markey Machinery Company, Seattle, is the new Markey type SHG "Ratio Steerer." This is an all-steel, compact unit of the chain and sprocket type provided with a spur gear ratio of either 2-to-1 or 3-to-1. Finish is enameled or chrome-plated in two sizes to fit the Markey 36 or 42-inch bronze steering wheels.

For operating in fresh water loggers prefer steel wheels as they are less susceptible to damage. In salt water bronze wheels and shafts are used. Flexible stuffing boxes and Goodrich Cutless rubber bearings are used on many installations. Ex-

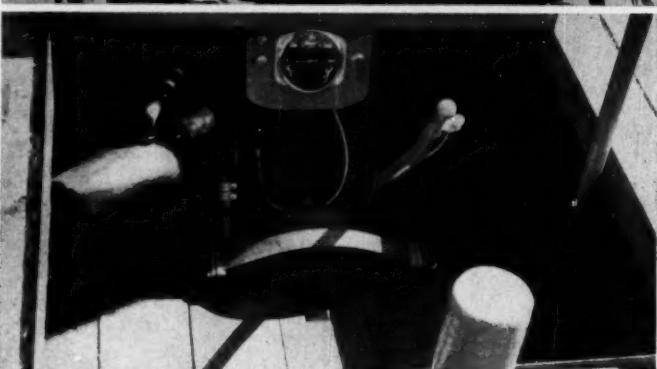
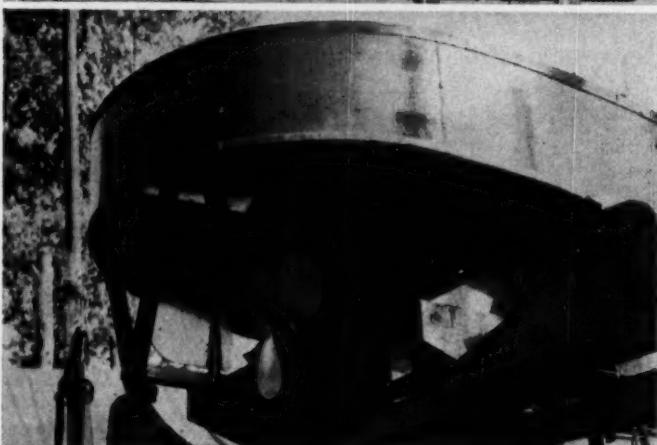


Boombots at work. 1. This tough 12 x 6 boom boat being operated by Comox Logging & Railway Company is built of eight 24-inch square red cedar timbers bolted together with one-inch steel rods. Power is a Chrysler Crown, V-drive, 2-to-1 reduction. 2. Quinsam III, a 38-foot boom boat and general service tug operated by Elk River Timber Company, British Columbia, is a typical steel craft designed by H. C. Hanson and built by John Manly, New Westminster, B. C. Power is a Model D13000 Caterpillar marine diesel. 3. A Hanson-designed 16-foot wooden bulldozer tug for Canadian Forest Products, Englewood, B. C. 4. Here's the Iron River Logging Company's 12-foot dugout boom boat, a solid cedar log masquerading as a boat.

tra heavy struts installed aft of the bearings help to protect the propeller from driftwood.

Shipyards with experience in building these small, high-powered boom boats are S. Madill, Ltd., Nanaimo, Manly Shipyards, New West-

minster, Star Shipyards, New Westminster, in British Columbia; Hoildals Machine Shop, Marysville, Sagstad Shipyards, Seattle, Ilwaco Boat Works, Ilwaco, in Washington; and L. S. Baier & Associates, Portland, Oregon.



Details on a 16-foot boom boat designed and built by L. S. Baier & Associates for the Booth-Kelly Lumber Company, Springfield, Oregon. (Top) Note that the ram is made a part of the stem and keel and is provided with bars. The chine is reinforced by flanging the bottom plate over the side plate to develop extra strength at this point. (Center) A slight tunnel reduces somewhat the draft on these small boats. They are fitted with a main as well as a monkey rudder. Note the bracing and protecting struts both forward and aft of the propeller and rudder. (Bottom) View of cockpit. Carrying from the manifold aft is a water-cooled muffler. The operation of the reverse gear is provided by an extended lever to which is attached the throttle control. Steering is by the lever at right by simply moving forward or astern.—Barber photos.

Vancouver, B. C., Host For Joint Regatta of PIYA-PCYA

Details of the Pacific Coast Yachting Association and Pacific International Yachting Association regatta, scheduled for June 30 to July 4 under the auspices of the Royal Vancouver Yacht Club and the Kitsilano Yacht Club at Vancouver, B.C., have been made public.

The initial rendezvous point for large boats is Clam Bay, Thetis Island, on June 29, with the long distance race to the Royal Vancouver Yacht Club the next day.

The series racing program will be from July 1 to 4, with the large boat races starting and finishing off the Royal Vancouver Yacht Club Jericho Clubhouse, and the small boats from the Kitsilano Yacht Club.

On July 2 the P. I. Y. A. One-Design Race and Inter-Club Team Race will be held. On the same day Comets will hold an East vs. West Team Race, with Eastern U.S.A. Comets accepting the challenge from the Vancouver and Nanaimo fleets.

Lady Skippers Race will be held for all classes on July 2.

Power boat races will be held from the initial rendezvous at Clam Bay to the Royal Vancouver Yacht Club. Other power boat events are scheduled.

San Francisco Yachts Open 1950 Season With Vallejo Race

A fleet of 191 sail yachts last month participated in the annual Belvedere-Vallejo race, the opening race of the 1950 season.

Two 1949 champs, Al Silver of the Windward class *Pampero* and Dr. N. S. Pedersen at the helm of the Hurricane sloop *Mistral*, successfully defended their championships in the race sponsored by the Corinthian Yacht Club.

Rough water, a near calm, and 14 disqualifications marked the two-day event. Max Benkert's newly acquired PIC class *Blue Peter* beat the entire fleet home in an elapsed time of 2:34:20. It was the craft's first Bay race, Benkert having recently acquired the boat in Southern California.

Other winners were: Division 7, *Ace*; Division 8A, *Tasco*; Division 8B, *Mistress*; Division 9, *Madeline*; Division 11, *Viking*; Division 14, *Tico*; Division 15, *Valhalla*; Division 17, *Ambo*; Bear Class, *Cub*; 210 Class, *Javelin*; Acorn Class, *Eight Ball*; Rhodes 33, *Satisfaction*; Windward, *Pampero*; PIC, *Vandal*; Hurricane, *Mistral*; Birds, *Snowbird*; Golden Gate, *Vireo*; and Junior Clipper, *Wind Rider*.

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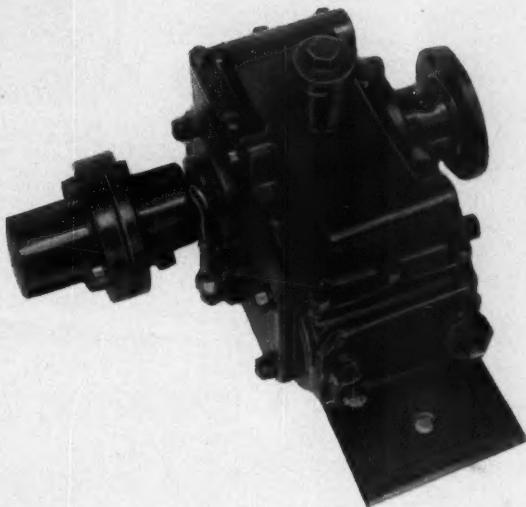
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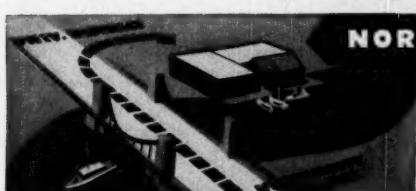
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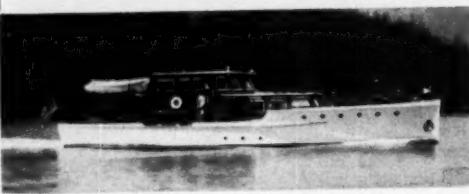
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"Tatnuck", "St-80", and "Ajax" Victors In Colorful Tug Boat Race at Seattle

THIS year's tug boat races on Elliott Bay, May 20, satisfactorily established the superiority of the U.S.S. *Tatnuck*, ungainly as she looks, as the fastest towboat in the Northwest, if there was any doubt left over from last year.

In the big race the *Tatnuck* gained from the start, and, drawing the inside lane again as she did last year, the race was a walk-away. The *Wedell Foss*, with a newly re-pitched wheel, didn't open up as she did in last year's final desperate drive, and came in third, behind the *LT-518*.

In the Class B Race the *ST-860* again won the inside lane, and this year again the nip-and-tuck battle between the *ST-860* and the little darling of the Foss fleet, the *18*, was re-enacted. If the Foss boat had been able to draw an inside lane, the finish might have been different.

The *Ajax*, a Bellingham tug owned and skippered by Reider C. Rasmussen, took an easy first place by 26 lengths in the Class C Race. There was some exciting action around the first buoy when the *Hazel Foss*

Foss and the *ST-410* fought it out at close quarters. The *ST-410* finally nosed her opponent out by nine seconds at the finish line.

Here are the statistics on the various tugs and the way they finished:

Class A

First: *U. S. S. Tatnuck*. Skipper, Lt. John J. Pratt, built 1944. Powered by twin General Motors diesels of 1750 hp driving electric generators which transmit 1500 hp to the main driving electric motor. 143 LOA x 13.2 feet draft, 825 tons displacement.

Second: *LT-518*, Mikimiki type, built 1944. Skipper, Culver Coffman; engineer, Les Johnson. 1200 Enterprise engine. 126 x 28 x 11 feet.

Third: *Wedell Foss*. Built 1904. Skipper, Mike Rose; engineer, Clyde Lashua. 1050-hp Fairbanks Morse diesel, 108 x 23 x 11 feet, 208 gross tons.

Fourth: *LT-130*. Owner, U. S. Army.

Class B Race

First: *ST-860* Built 1945. Skipper, Milton Ness; engineer, Bert

Hill. 650-hp Busch Sulzer diesel. 86.5 x 23 x 10.4 feet, 161 gross tons.

Second: *Foss 18*. Built 1892. Skipper, Wally Keezer. 450 Enterprise diesel. 69 x 18.5 x 7.2 feet.

Third: *Swiftsure II*, of New Westminster. Skipper and owner, John Bruno. 400-hp Enterprise.

Fourth: *Commando*, Pioneer Towing Co. Built 1911. Skipper, E. S. Shaw. 500-hp General Motors diesel. 54.6 x 15.2 x 6 feet.

Class C Race

First: *Ajax*. Built 1917. Owner and skipper, R. C. Rasmussen. 280-hp diesel. 73.3 x 17.6 x 6.8 feet.

Second: *YTL-431*, U. S. Army. Built 1944. Skipper, R. C. Montgomery. 300-hp diesel. 66.2 feet LOA. 67 tons displacement.

Third: *ST-410*, U. S. Army. Skipper, Art Hanness; engineer, William Wyatt. 240-hp Fairbanks - Morse diesel. 72.9 x 17.7 x 11.4 feet. 79 gross tons.

Fourth: *Hazel Foss*. Sam Stout, skipper.

Fifth: *Bee*, Washington Tug & Barge Co. Built 1901. Skipper, Otto Johnson; engineer, Churchill Griffiths. 240-hp diesel. 57.8 x 15 x 6 feet.

Sixth: *Rambler*, Waterman Towing Co. Skipper, Oliver Houchen. 150-hp diesel. 60 x 13 x 5.9 feet.

Seventh: *Teresa*. Owner and skipper, Tom Hudon. 100-hp Buda diesel. 35 feet LOA.

Eighth: *Skookum*, Commercial Ship Repair. Built 1909. Skipper, Jim Featherstone, engineer, Ole Lilliehie. 225-hp Gray diesel. 41.8 x 11.1 x 4.6 feet.

Ninth: *Vesta Miller*.

Tenth: *Toots*.



Start of the Class A main event on Seattle's Maritime Day tug boat race program. Left to right are the U. S. Army's *LT-518*, partly hidden by the *Wedell Foss*, the *LT-130* and the U. S. Navy tug, *Tatnuck*. Winner of the event was the 143-foot *Tatnuck*, skippered by Lt. John J. Pratt.



Class B and C races—Left, off to a flying start are the Class B tugs *Commando*, *Foss No. 18* and *ST-860*. Winner was the Army tug *ST-860*, finishing five lengths ahead of the *Foss* entry. Right, the Class C entry *Ajax*, of Bellingham, finished 26 lengths ahead of her nearest rival, the Navy tug *YT-431*.

Southern California Chatter

San Miguel, with Andy Carroll as skipper, and Walt Robison, Al More, Joe Vinole, Leo Solis and Bob Heredia as crew, completed the job May 1 of towing the tuna clipper *Morning Star* from Baja California—Cape San Lucas—where the big craft lost her rudder. *San Miguel* is a Star and Crescent San Diego-based workboat. . . Capt. Walter Larsen of the big yacht *Coronia*, based at Wilmington, is the new president of the Yacht Masters and Engineers Club of Southern California. Capt. "Bob" Roberts, master of the *Clarence II*, is vice-president, and Capt. J. Johansen, Globe Nautical Instrument Co., Inc., is secretary-treasurer. This group has done a fine job of assisting in placement of captains and engineers on various yachts in Southern California. As a club, it is not affiliated with any other organization. . . Waterfront thieves will have a hard time making a living these days since the addition to the Los Angeles police force of two 38-foot ex-navy picket boats, powered with 125-hp diesel engines, for patrol of the many waterways and anchorages of San Pedro and Wilmington harbors. Each boat is equipped with two-way radios which operate on the same band as the police cars and also on KOU and the Coast Guard frequencies. A special force of 15 officers and a sergeant is being formed to man the boats. . .

From B. C.'s Salt Chuck

Victoria Tug Company, of Victoria, B. C., has acquired the 94-foot former U. S. Army type TP-98 vessel *Jim* for operation in British Columbia waters. Under terms of the purchase from Puget Sound Bridge & Dredge Co. of Seattle, the name of the vessel will be retained.

Victoria Tug Company now has a fleet of four. Managing Director Wilf McGregor states that the purchase price of the *Jim* was \$75,000.



Northern California Soundings

Imperial, famous Columbia River mail and passenger boat based at Cathlamet, Washington, has been leased by Foster Brothers to the Coggeshall Launch Company at Eureka, California. She will be used to ferry mill employees from Eureka to the peninsula and as an alternate on the passenger run from Eureka to Samoa, also on the peninsula.

The *Imp*, as the craft was popularly known, left Astoria May 10 under command of Oscar Hoffman, president and manager of the launch company and Capt. Lloyd "Bud" Newton of Eureka, and made several stops on its way down the coast.

Remodeling will commence in the near future on the *Imperial*, and when completed she'll have a capacity of 120 passengers. She is powered with a 120-hp Caterpillar engine.

B. C. Yard Builds Four French Lighthouse Tenders

A fleet of four lighthouse tenders for the French Ministry of Public Works was completed recently at the yard of Yarrows, Ltd., Victoria, Brit-

ish Columbia. These diesel-electric propelled vessels are 177 feet long and will have a cruising speed of 11.5 knots.

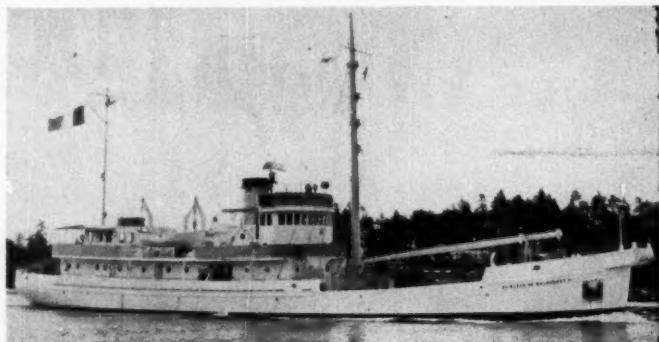
The vessels, *Finistere*, *Leon Bourdelles*, *Augustin Fresnel II*, and *Quinette de Rochmont II*, are primarily duplicates of the U. S. Coast Guard cutter *Juniper*, which was the forerunner of some forty 180-foot cutters placed in service by the Coast Guard during the war years.

The vessel design is of the continuous deck type. It is principally of all welded construction. They are provided with twin screw diesel-electric propulsion. Each propeller is driven by a Westinghouse dc 816.4 electric propulsion motor rated 440 hp, 250-volt dc at 195 rpm.

The power for operating the propulsion motors is derived from two Cooper-Bessemer, Model GS-6 diesel engines. These diesel engines are 4-cycle, solid injection, atmospheric type, arranged for battery starting.

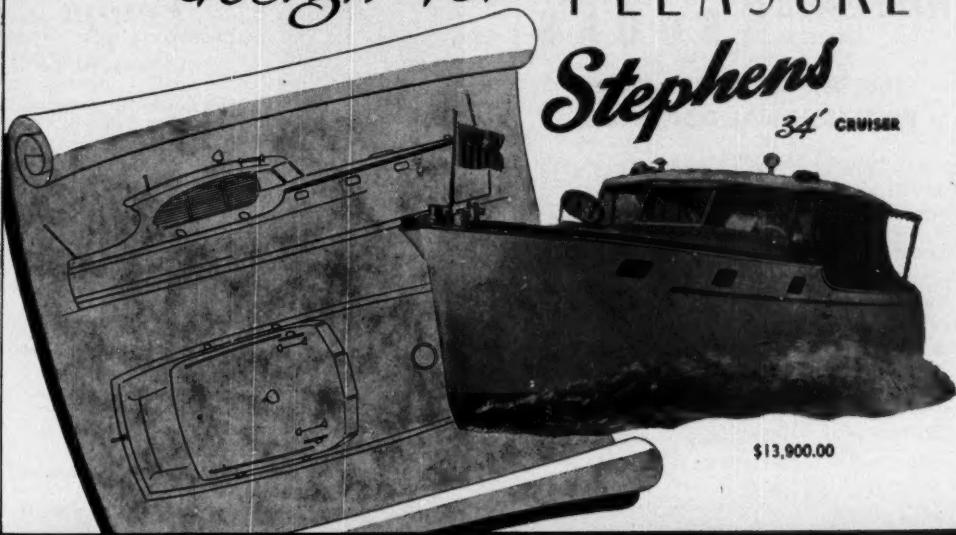
Maximum torque at all speeds is provided by a new type of Westinghouse controls.

The boats were built with Marshall plan funds, using French, English, American and Canadian equipment.



The *Quinette de Rochmont II*, one of the four French lighthouse tenders. Others are the *Finistere*, *Leon Bourdelles*, and *Augustin Fresnel II*.

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71 COLUMBIA

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"We consider Burchcraft the outstanding small boat line in the country."

INCLUDED among the selected lines carried by Arne Vesuja's Sales, leading all-around marine sales agency in Seattle, is Burchcraft.

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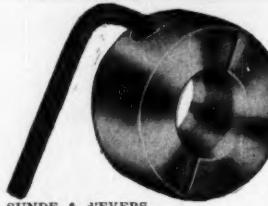
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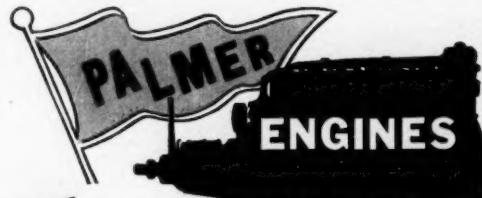
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Marine Products

New Universal Six Announced

Announcement of an entirely new 6-cylinder marine motor is made by the Universal Motor Company, Oshkosh, Wisconsin.

Super-Six is the name given the new motor, which is offered in two series — Express models of 145 hp and Stevedore models of 130 hp. Of 340-cubic-inch piston displacement, the Super-Six has many advanced engineering features which make it smooth operating and extremely powerful.

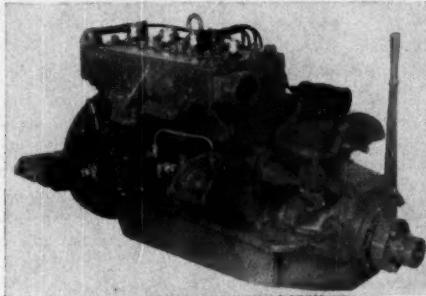
The Super-Six measures just over 45 inches in length for the direct

suites for pleasure, fishing and work boats up to 65 feet.

Universal is in regular production on the Super-Six, and models in both series are being rushed to Universal distributors. Literature giving full information may be obtained by writing Universal Motor Company, Oshkosh, Wisconsin.

New Shell "Visual Level" Oil Can Designed For Outboarders

The guesswork has been taken out of two-cycle motor refueling by Shell Oil Company's new container for their Shell Outboard motor oil.



New Universal Super-Six — 145-hp Express Model with Universal Hydraulic Fingertip Reversing Gear.

drive model, making it the shortest in its class. It is available with popular reduction drive ratios and in opposite rotation models. Both the Express and Stevedore series are being offered with either the conventional type or Universal Fingertip Hydraulic Reversing Gear.

It has a seven bearing, precision counterweighted, dynamically and statically balanced crankshaft with Tocco surface hardened journals and replaceable bearing shells. Full length water jackets assure efficient cooling. Universal's marine-proved manifold of nickel alloy iron provides greater operating efficiency and long life. Full pressure lubrication to main and connecting rod bearings and special oil pan construction for greater oil supply permit installations up to 18 degrees. A convenient hand sump pump is built in for quick, thorough oil changes.

The Super-Six has 12-volt ignition as standard equipment for fast, easy starting at all temperatures. Available are 2½-inch mountings, rubber or solid.

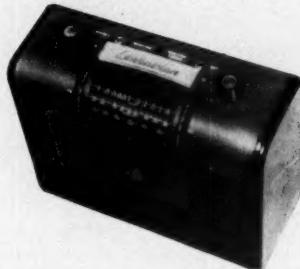
The Super-Six joins other Universal models in making this line broad and complete with power

This new container has half pint, pint, and one and a half-pint measures marked outside by black lines and numerals, and inside with bold yellow lines, plainly visible through the wide opening. The can will enable operators of outboard motors to mix fuel with much greater ease and precision than possible before.

Lear Portable Radio Receiver

The Learavian P-10-M (operating on AC, DC or self-contained batteries) is the latest model of the famous Lear portable radio receivers for marine, aircraft and home use.

An outstanding feature of the Learavian P-10-M of special inter-



The Learavian P-10-M portable radio receiver.

est to boat owners is a unique electrical circuit that enables the owner to re-charge the self-contained dry battery pack by plugging into any ordinary AC or DC home outlet.

The Learavian operates on three bands: Marine (2.0-5.5 MC), Standard broadcast (550 to 1800 KC), and Airways (200 to 400 KC), with loop reception for accurate direction finding on all three bands. It also features an external antenna connector for long-range reception. The model illustrated is contained in a polished red mahogany cabinet. The Learavian is also available in a luggage-type case in tan or maroon.

Burchcraft Offers New Model

The 14-foot Big Fisherman is the latest model to be offered by Burchcraft Boat Company, Aberdeen, Washington. Dimensions are 13½ feet LOA, 62 inches beam, depth from 31 inches forward to 19 inches aft. Weight is 265 pounds.

Designed for sportfishing, the bow is decked over. The hull is formed from waterproof plywood with permanently caulked seams. Structural members are oak, with cedar seats.

Burchcraft also offers a dozen other boats, in standard and deluxe models, ranging from 8 to 16 feet.



Here the speedy Sailfish cuts some capers in Balboa Bay.

Sailfish, An Unsinkable, Fast Sailing Paddleboard Available

The Sailfish, a fast, new-type sailing paddle board, is offered by the California Sailfish Company, Newport Beach, California, western distributors. The craft is light and easy to launch. The unsinkable, pontoon-type hull weighs only 78 pounds. The lateen sail can be put up in a jiffy. Speeds of better than 10 miles per hour is claimed.

If she flips over, pulling on the centerboard will right her without lowering the sail. She can carry one or two passengers and still move along at a speedy clip. The craft can be easily carried on a car top and the initial cost is less than \$200.

Boat Owner's Hobby Develops New Long Distance Antenna

M. "Web" Webster, San Francisco, owner of the *Tiare*, has turned a hobby into a business.

With an electronic engineer supplying the theory, and with Webster furnishing the skill, production and time, a new quarter-wave top-loading antenna has been developed which has caused quite a sensation among boat owners along the Pacific Coast.

After much testing and many design changes, the antenna finally installed on the *Tiare* increased the range of Webster's transmitter by three or four times, with the result that he has contacted vessels in Alaska, the Gulf of Mexico, the Galapagos Islands and Hawaii using a transmitter rated at 100 watts.

Last month he toolled up a portion of his shop at Broadway and Davis Streets in San Francisco, and already Webster-Tiare antennas have been delivered to several marine electronic supply houses along the Pacific Coast.

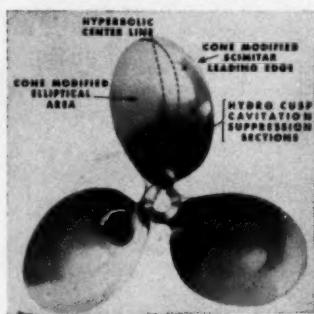


New South San Francisco plant of the International Paint Co. (Calif.) Inc.

International Paint Co. Opens So. San Francisco Plant

George A. Horton, Jr., vice-president of International Paint Co. (Calif.) Inc., advises that the company moved into its new plant recently. The plant is situated at Northwest Linden and Tanforan Avenues, South San Francisco, and is located on three acres of land adjoining the Southern Pacific tracks.

This new factory will be devoted to the manufacture of International's world famous marine compositions and paints for ocean-going ships as well as for yachts and other small craft. In addition, International's new decorative paint line will be manufactured at this plant.



The Michigan Hydro-Dyne, a new development in propellers.

Evinrude Buys Western Cruiser For Outboard Testing Purposes

One of the first models of the streamlined new 18-foot outboard cruisers built by Morris, Inc., Everett, Washington, has been shipped to W. C. Scott, general manager, Evinrude Motors, Milwaukee, Wisconsin. The sale was made by Bryant's Marina, Seattle.

The boat will be used for experimental work and cruising on various lakes, and will be furnished with a deluxe trailer unit.

Monel Bolts Stop Electrolysis

Monel hanger bolts for fastening stern bearings and stuffing boxes are now being made to order by Union Machine Works, Seattle. Because monel is much less subject to electrolysis than bronze bolts, much costly replacement is forestalled.

Three Drivers Upset At Lake Elsinore's Opening Tournament

THREE flips and a turnout of more than 70 drivers marked the first race of the Southern California outboard season, May 7, at Lake Elsinore. The event was sponsored by the Los Angeles Speedboat Association.

The flips included Cozy Cozad, a utility driver from Ojai; Bette Wilder, M Hydro from Los Angeles; and Don Rimlinger, C Racing Hydro from Los Angeles.

The winners of the day were: M Hydro—First, George Steiner; second, Joseph De Souza, and Clare Brown.

B Hydro—Fred Mulkey, George Steiner and Bill Baumann, a tie.

C Racing Hydro—Tommy Ingalls, Lane Duncan, Doc Kern.

C Service Runabout—Roy Gates, Lew Murphy.

F Racing Runabout—Harvey Sampson, Ray Harris and George Peake.

A Hydro—Fred Mulkey, Johnny Maddox, Johnny Drake.

C Service Hydro—Leonard Gates, Harold Clausen.

F Hydro—Bert Hall.

C Racing Runabout—Herb Rimlinger, Jr., Joe Brabucco and Lee Cochran.

B Utility—Wade Terrill, Robert Backer and Bob Knapp.

C Utility—Calvin Graham, Cozy Cozad and Lee Burris.

D and E Utility—Ed Craven, Maurice Parker and Bob Hawley.

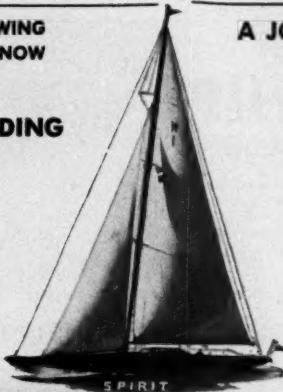
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E. J. SIMONIS of Long Beach, Cal. has taken delivery on his Trimmership "49", "Cuyama", Queen of this year's Seattle Boat Show, and will sail it in Northwest waters till August. It will then be sailed to his home port at Long Beach where Southern California yachtsmen will have a chance to see it at close hand.

Watch for this "Coast's Best Boat Buy."

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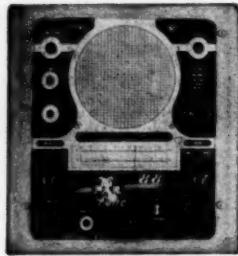
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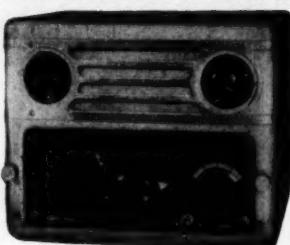


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Forty-Seven of 60 Starters Complete Tough Portland Race



Start of the Portland Marathon, May 14.—Barber photo.

A TRIO of Puget Sound outboard drivers took back three of the seven top trophies from the Portland outboard marathon May 14, while four others captured seconds and thirds in the seven classes. The rest of the first places went to Portland, Vancouver and Salem, Oregon, drivers.

Class winners were: Class 1, minimum boat and driver weights, 330 pounds, John Kramer, Portland; class 2, boat and crew weights, 558 pounds or over, Irving Sigler, Tacoma; class 3, boat and crew weights 750 pounds and over, Richard Hewitt, Vancouver, Wash.; class 4, 1,000 pounds, Ichio Ishida, Portland; class 5, 1,000 pounds, Bob Jacobsen, Seattle; class 6, 1,000 pounds, Harry Eyerly, Salem, Ore.; class 7, unlimited weights and motors, Glenn Sinclair, Tacoma.

The Marine Dealers association of Oregon, sponsor of the event, required that boats carry weights equivalent to family cruising, which meant that times were slower than the year before when the weight limits were not so restricted. However, the race proved, as was intended, that outboard motors are able to stand up under heavy loads. Out of the 60 starters in the various classes, 47 boats finished. Of the non-finishers, one capsized, another sank in its own following wave when it ran out of gas, and others

by Larry Barber

broke down or their drivers gave up under the strain of the 46-mile grind. The "hell-diver" was Stan Hultberg, the 1949 over-all winner. He capsized in a wave near the Oswego railroad bridge shortly after the start of class 6.

One of the most exciting features was the dunking of L. E. Rolfe, Portland, who was tossed overboard when he hit the stern wave of a passing ship, swam several minutes while his boat made two complete circles near the St. Johns bridge, recaptured the boat as it sped over him on the second lap, and ran 15 miles to finish third in class 1. He was thoroughly chilled and shaken by the episode but reported for a

motor check after first aid and warming up at the judges' barge.

Speeds of the winning boats ranged from 21.3 miles an hour in class 1 to 37.3 miles an hour for class 7. Members of the Oregon Outboard Association handled the timing and scoring details.

Inboards Hit Rough Water in Parker Race

by Bob Ruskauff

THE PARKER, Arizona, Lions Club played host to some 40 inboard drivers and some 5,000 persons from a hundred miles around, in the fourth annual regatta on Lake Moovalya on May 7.

No less than 15 boats took such a beating, because of the rather choppy water and wind, that major repairs were in order before they continued the Western Circuit with their big regattas May 28 at Stockton and May 30 at Long Beach in the second annual North Long Beach 20-30 Club races.

Referee Frank Lane, Regatta Chairman Lu (Mrs. Dexter) Blindbury and committee had a tussle fitting the racing into the time between wind puffs. The Pacific One Design Hydroplanes brought out best fleet of seven starters. Roy Skaggs' 135-cubic-inch hydro went down in 25 feet of water but was retrieved. When it was over the following were given their beautiful array of trophies by President T. D. Motes of the 57-member Park Lions Club:

225-Div. II—Bob Sykes, *The Dutchess*; Rich Hallott, *H*; Bill Ward, *Balloon Foot*.

225-Div. I—Art Maynard, *Restless*.

Pacific One-Design Hydro—Elmer Cravener, *Pudgy*; Bill McKesson, *Interlude*; Charles Higginbotham, *Outlaw*.

48 Cubic-Inch Hydro—Fred Hubbard, *Little Jim*; Herb Williams, *Tiney Mitey*; Howard Newton, *Maybe*.

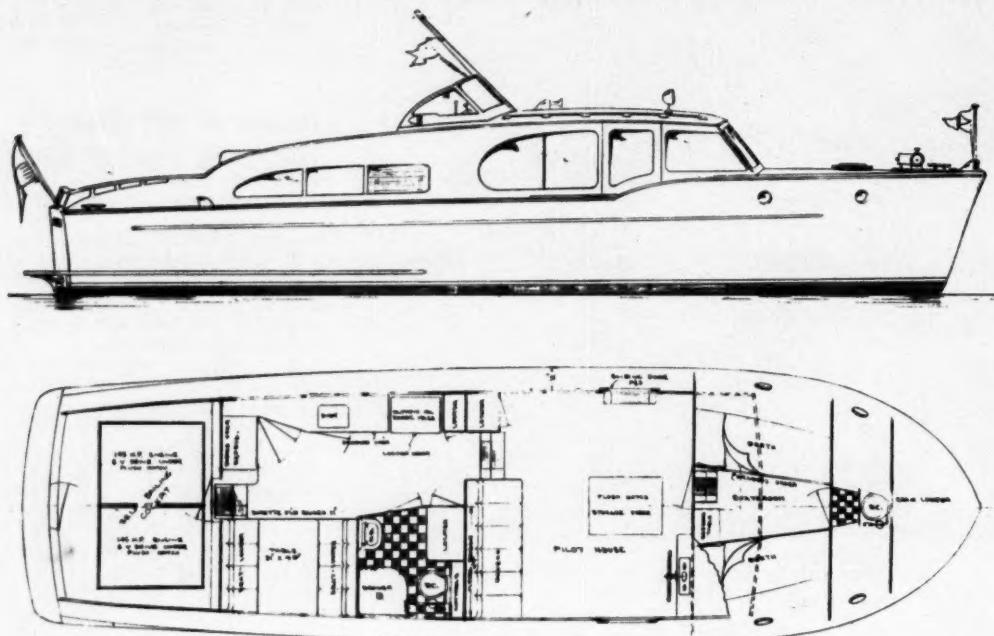
Class E Runabout—Thomas Sykes, *Thumper*; Bill Davis, *Chevy Puff*; Ed Olsen, *Edgar*; Cracker Bill, *Runabout*; Kenneth St. Osgar, *Ruthless*; Clyde Randall, *Hot Box*; Ralph Phillips, *Dragon B-Hind*.

135 Cubic-Inch Hydro—Fred Galante, *Joey*; Chuck Powell, *Chuck Luck*; Roy Skaggs, *Skalawaggs*.



Runaway winner in the 225 competition, Bob Sykes' *The Dutchess*, appears to be the Western boat most likely to top 100 mph officially in the low-displacement field.—Ruskauff photo.

A Boatbuilder's 41-Foot Cruiser



NOW under construction for Ed Reinell, Reinell Boat Works, Marysville, Washington, in his own shop is a new 41-foot round-bottom cruiser. The design, of which the profile and deck plan are shown on this page, are from the boards of Ed Monk and Lorne Garden, and represent a further refinement and development of the popular family cruiser for Northwest waters.

Reinell's new boat will include such features as the boarding platform and transom door, which are now included on 90 per cent of the new Monk & Garden designs. Another popular feature is the flying bridge with dual controls.

Reinell's boat also expresses the trend toward modern styling, which can be seen in the attractive development of the cabin windows and in the clipper bow.

Dimensions are 41 feet L.O.A., and 12 feet beam. She will carry 250 gallons of fuel and 150 gallons of water. Power will be furnished by two 145-hp gasoline engines driving through 2-to-1 reduction, V-drives.

Construction will be light, though strong with the use of wedged seams, another development popularized

by Monk & Garden. Planking is $\frac{1}{2}$ -inch red cedar topsides, $\frac{1}{2}$ -inch Alaska cedar bottom. Frames will be $1\frac{3}{16} \times 1\frac{1}{8}$ -inch white oak on 9-inch centers. Cabinsides will be built up of $1\frac{1}{2}$ -inch mahogany.

Accommodations are provided for six persons, with two permanent berths forward, a settee amidships in the pilot house and a dinette aft each which convert into double bunks for two persons.

Reinell Boat Works is a well-known builder of outboard boats and small cruisers.

New Boating Safety Council Established For Seattle Area

The "Co-ordinated Public Safety Services for the Seattle Area" is the new boating safety council, composed of officials representing the Coast Guard, U. S. Army Engineers, Washington State Patrol, King County Sheriff's Office, Seattle Police and Fire Departments, harbor patrol and the safety committee for Marine Dealers, Inc., interested in safer boating in the Seattle area.

Fire-fighting and rescue craft, manned by personnel experienced in first aid and resuscitation, have been established and will be ready upon a

moment's notice to assist in cases of marine accident. A phone call to one of the above agencies is all that is necessary to obtain assistance.

"Thrill seekers" operating high speed motor boats close to other craft, swimming beaches, or floats will be apprehended and dealt with severely, as will those who choose to operate their boats while under the influence of alcohol. Fines for reckless or negligent operation of motor craft can be as severe as \$2000.00, one year in jail, or both.

Speed limits through canals and cuts will be carefully watched and enforced.

The Coast Guard boarding patrol on Lake Washington, established two months ago, and indicative of the Coast Guard's concentrated boarding program throughout the entire 13th District, has already noted a gratifying decrease in boats operating without proper equipment, and that more and more operators are taking advantage of the Coast Guard Auxiliary's free courtesy inspection stations.

The general public is requested to cooperate in the safe boating campaign by contacting any of the above agencies and reporting any accident or violation.



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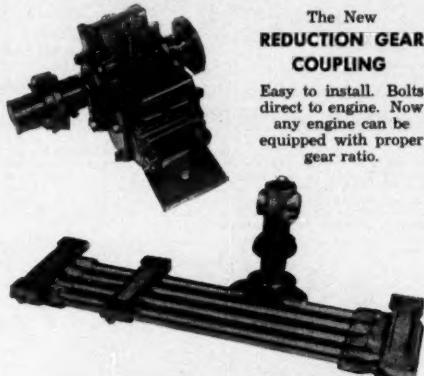
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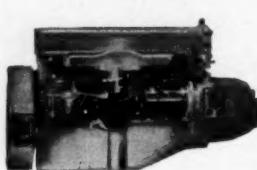
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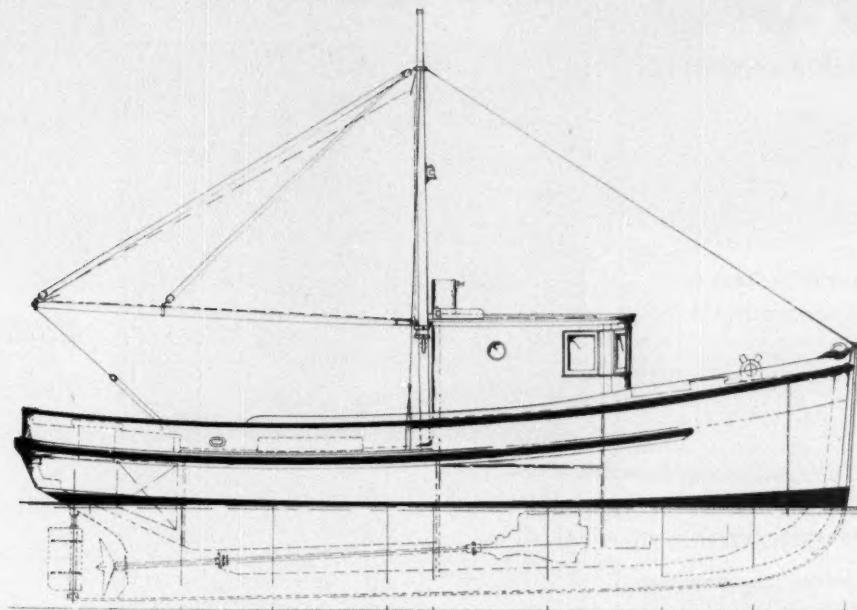
A DIVISION OF NORTHERN COMMERCIAL COMPANY

SEATTLE — 2300 Westlake Ave. N. — ALDER 4-340

JUNEAU

KETCHICAN

New 36-foot Troller by Hanson



BY ELIMINATING the trunk cabin and simplifying several structural features on his 34-foot troller design, H. C. Benson has laid down the lines for this 36-footer which can be built for about the same cost as the smaller

vessel. This new boat is being built by George Sivertson, Everett, Wash. The dimensions are 36½ feet L.O.A., 10 feet 9 inches beam, and 4 feet 2 inches draft. She is of bent oak frame construction with fir planking, decking, ceiling, etc.

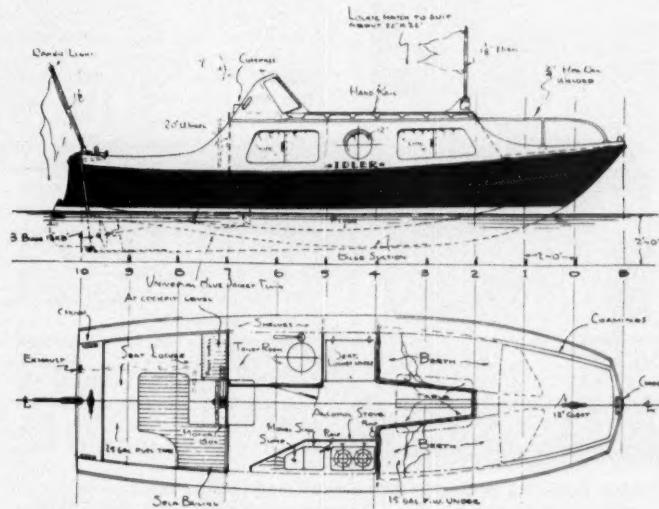
This series of Hanson trollers, of which the original 34-footer was published in the May, 1949, *Pacific Motor Boat*, follow the trend toward more work room, cargo space, speed, and better accommodations demanded by Western fishermen.

**GARDEN DESIGNS
SHALLOW DRAFT
BEACH CRUISER**

A PRIVATE landing craft for Puget Sound beach combing has been designed by William Garden for Clarke Morgan of Bremerton, Washington.

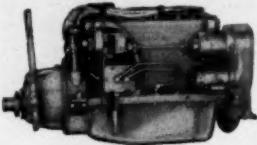
Twenty-two feet overall and 7 feet beam, this little boat has only 20 inches draft. The bow has been designed for easy landing on good clam beaches, and the necessity for towing a dinghy has been eliminated.

She's a two-man boat with accommodations for living aboard while exploring into shallow coves and lagoons. The plans show two berths, a galley, an enclosed toilet room. There is a folding table between the berths.



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Water Cooled Exhaust Elbow with copper sleeve inside iron jacket. Overflow water enters pipe at lower end, cannot get back into valves. Low cost extra.

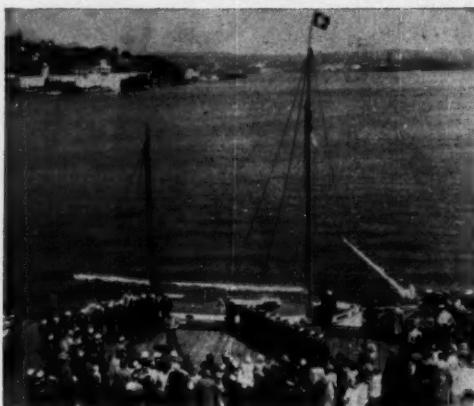


Fresh Water Cooling Systems, available on all models, with self-lubricating centrifugal pump. Choice of heat exchanger on the engine, or outboard type (Keel Kooler) shown below.

KEEL KOOLER

GRAY MARINE MOTOR CO.
662 Canton Ave., Detroit 7, Mich.

Seattle Sea Scouts Hold 11-Ship Regatta in Gig Harbor



The christening of the Yankee Clipper (upper photo)



The Sinclair was top winner in the regatta (lower)

SEA SCOUTS from the Seattle council took to the water May 20 and 21 when the Second Annual Dan Hunt Memorial Regatta was held at Gig Harbor, Washington. The Sea Explorer Ship, Sinclair, won first place, *Bachus*, second, and *John Paul Jones*, third.

The big week end started with the christening with the newest and most elaborate ship to join the 16-vessel fleet of the Seattle group, the *Yankee Clipper*, a 40-foot ketch with a 200-hp Hercules diesel. It was built for the sea explorer unit of the West Seattle Lions Club. Skipper is H. G. Runnings.

Following, the boats then proceeded through the locks to Shilshole Bay and ran a short predicted log race, and then turned to and viewed the tug boat races on Elliott Bay. Then a course was set for Gig Harbor.

Competing in the two-day contests also were the *Chinook*, *Chal-*

lenger, *Sea Venture*, *Santa Maria*, *Corsair*, *Wm. G. Long*, *Polarus*.

There are now 200 Sea Scouts in the Seattle council.

Yachtsmen Invited to Salmon Barbecue at Friday Harbor

San Juan Island Chamber of Commerce, Friday Harbor, Washington, will sponsor a free salmon barbecue for visiting yachtsmen and local residents on August 19. Boat racing, water ski exhibitions, will be among the entertainment features offered. Last year they fed 1800 persons.

Flotilla 84, U. S. C. G. A.

New officers of the Coeur d'Alene, Idaho, Flotilla 84, U. S. Coast Guard Auxiliary, are Louis N. Moss, commander, Dr. George E. Hurd, vice-commander, and Howard Elford, training officer, George Bell, secretary and finance officer. An annual predicted log race trophy is awarded each year.

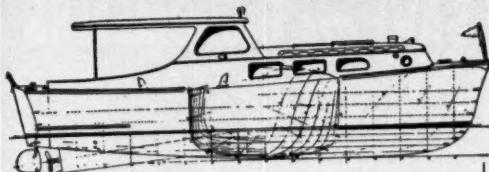
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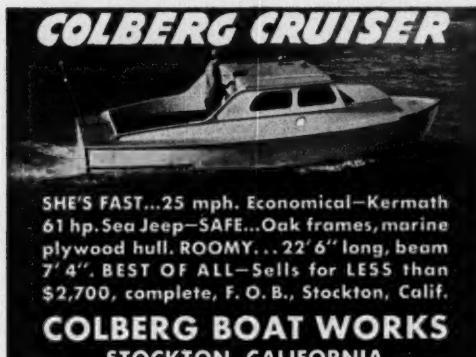


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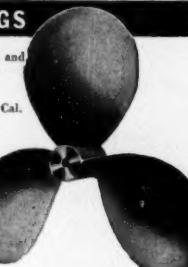
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TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **CHARLES F. ADAMS, JR.**, president of Raytheon Manufacturing Company, Waltham, Mass., has announced Captain David R. Hull, USN (ret.) has joined Raytheon as assistant to Wallace L. Gifford, vice-president in charge of equipment divisions.

★ **F. H. KILBERRY** has been appointed as management consultant in charge of the Superior Engine Division of the National Supply Company at Springfield, Ohio. He will make his headquarters at Springfield.

★ **NUTTAL-STYRIS CO.**, San Diego, has donated as eighth prize in San Diego's Yellowtail Derby a Coleman two-burner marine stove and as weekly prizes 18 Evinrude outboard motors.

★ **J. L. LOVETT**, district manager, and **Walter Grove**, district service manager, for Submarine Signal Co., Wilmington, Calif., returned in early May from a week's visit at the Waltham, Mass., plant of the Submarine Signal (Raytheon) company. Here they were introduced to the new VHF radiotelephone set which the company is now manufacturing. VHF stands for "very high frequency" operating in the 152-160 meg. band.

★ **ROBERT LAMBIE** and his father, William Lambie, have formed their own propeller company in Wilmington, Calif., severing their connections with the Doran Propeller Co. as that company's Southern California representatives. From now on the Wilmington firm will be known as the Lambie Propeller Co.

★ **CHARLES HOPTON**, operator of Hopton's Landing, Long Beach, and owner of the La Afortunada, sport-fisher de luxe, has sold his business to **Jack A. Eisen**. Mr. Eisen will continue to operate the landing under the Hopton name and plans to retain the resident manager, Eddie Naponelli.

★ **HAL DECKER** of Decker's Yacht Harbor has purchased the Richmond Yacht Harbor from **R. J. Kelley**. Decker will combine Decker's Harbor with his recent purchase. Kelley has purchased four acres adjoining the harbor and will have a complete boat basin this summer.

★ **BOSUN'S LOCKER**, Newport Beach, is in new hands: **Sam Kauffman** and **Johnny Webster**. The highly successful Capt. **Walter Reckman** sold the Locker. The two owners are handling Chrysler Marine engines, Exide batteries and Mallory Ignition. Webster is a former United Airlines pilot. Kauffman was associated with Martin E. Pollard for more than 20 years.

★ **A. MAURICIO**, well known Fort Bragg boat builder, is just completing a new 40 x 12 salmon troller. The craft will be powered with a GM diesel engine purchased from the West Coast Engine & Equipment Co., Fort Bragg. The boat will be able to carry 12 tons of iced fish.

★ **JOE PERRY**, well known Fort Bragg fisherman, has installed a marine railway on the Noyo, and will pull out boats for his fellow fishermen. Perry also builds boats during the winter. Right now he is putting the finishing touches on a 41 x 12 foot combination boat. She will be powered with a three-cylinder GM 82 hp. diesel engine, purchased from the West Coast Engine and Equipment Co., Fort Bragg. The engine will have a 4-to-1 reduction, and will have a hydraulic clutch.

★ **BOATS AND SPORTS, Inc.**, Burbank, Calif., has opened a new store at 647 So. La Brea, Los Angeles. Wagemaker Wolverine Boats and Johnson outboard sales and service are outstanding in the store's 1950 line.

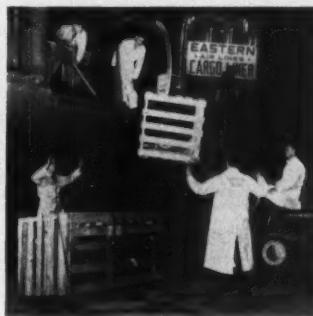
★ **CLAUDE and VIRGINIA JOHNS**, operators of the American Marine Supply Co., Long Beach, have announced their appointment as Southern California distributor for Ladd Built Cruisers. The Long Beach company is a popular center for outboard activities in its area.

★ **KENNETH N. BAKER**, for a number of years sales manager for Kettensburg Boat Works, has left the yard and has joined his father, **Capt. R. H. Baker**, master mariner, San Diego, in operation of the navigation school on the Embarcadero.

★ **VINCE ZANKICH**, operator of Pacific Radio Fone Service, San Pedro, has announced a re-organization which creates the Pacific Radio Marine Corporation at Berth 73, San Pedro for sales and maintenance of marine radio and electronic equipment. C. Warren Wells, formerly of the Radiomarine branch at Wilmington, is general manager at the new waterfront location.

★ **MISSION BAY BOAT WORKS** has donated as second prize in San Diego's Yellowtail Derby a 14-foot Fiberglass Huntline outboard, complete with a 25-hp Mercury Thunderbolt outboard motor, equipped with a 10½-gallon remote fuel tank, donated by Ed-Ray's of San Diego.

★ **ROLAND McCUNE** of McCune-Merifield Co., announces that The Lauson Pacific Co., San Francisco, distributors of Lauson outboard and inboard motors, and formerly operated as a division of McCune-Merifield Co., is moving to separate and larger quarters at 53 Fremont St., San Francisco. At the same time, the Scott-Atwater Co., of California, Scott-Atwater outboard motor distributors, will move into the quarters at 53 Fremont St. Both firms will be managed by Roy Gwin, long-time associate of McCune-Merifield, as sales manager.



First of the marine engines to be turned out by the Chrysler Corporation after the recent 99-day strike are shown here being loaded into a cargo plane for shipment to Jacksonville, Florida. A patient boat owner who sweated out the long strike at Chrysler for his twin engines, found that another strike—that of the railroads—might keep him from enjoying his favorite sport, so he decided that the surest and quickest way was to have them shipped by air freight.

★ **MOORE MCKINLEY** of Fremont Electric Company, Seattle, was named chairman of the 1951 Boat Show Committee of the Northwest Marine Industries, Inc., by J. B. "Jack" Hickman, president of the marine dealers group, at a recent meeting.

★ **LIDO PENINSULA SHIPYARD**, Newport Beach, has opened a marine hardware store, with Jim Taylor in charge. At the yard Foster & Steck operate the woodshop; Harold Fink, Dick Dixon and Barney Heyer, the paint department. Glen Whitlock is "master" of the Lido Anchorage.

★ **DON J. DUNTON**, former district manager for Martin Motors, has rejoined Bryant's Marina as manager of the new service branch in Spokane, according to Jerry Bryant, president of the Northwest distributing firm. Located at 2404 East Sprague, the Spokane branch serves as an outboard motor service and repair shop to support the Evinrude dealers in the Inland Empire.

★ **JACK JEHL**, who has been identified with the marine supply business for the past 38 years, is now with Weeks-Howe-Emerson Company and will be in charge of purchasing pleasure boat hardware and marine equipment.

CLASSIFIED SERVICE SECTION

Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add 50c.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

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SEND FOR CATALOG. LEHMAN MANUFACTURING COMPANY,
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Beautiful point on Salmon River facing south with 800 ft. of waterfront. Excellent, all-weather, surfaced access road. Good natural drainage. All in natural wood, except slight clearing on shore. Buildings include guest house, garage shop, water softener tool house, pumphouse, and rock foundation for a boathouse. Excellent deep well water system with 1500 gal. per hr. One of the choice pieces of waterfront in British Columbia located 4 miles from Sidney. All conveniences of city residence. Excellent anchorage. Asking \$16,000. Address Col. C. S. Thorpe, R. R. No. 1, Ardmore, Sidney, B. C.

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Charter on San Francisco, by day or week, a 75-foot seaworthy motor yacht. Sleeps eight. Large deck. Write Box 27, Pacific Motor Boat, 121 Second St., San Francisco 5, Calif.

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H. H. Rotation Engine \$1,450
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FOR SALE

Used, Type VS-15A-2, 1.97 to 1, National Reduction Gear, Pinion RPM 675; Gear RPM 341.77; HP 300.

Price \$750

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Acreage on sandy beach 10 miles south of Nanaimo for homesites or modern resort. Good anchorage. Excellent fishing in protected waters. W. M. Ingram, Box 148, Ladymath, B. C. Phone 273M.

Owner SACRIFICING attractive, modern, scenic, 4 bedroom, resort residence, two baths, garage in basement, fruit, garden, fine live spring, 150 foot frontage on highway, in Hope, Idaho, between Lake Pend Oreille, home of big Kamloops. Partly furnished. \$7950.00, easy terms. Write Mrs. G. A. Young, Hope, Idaho.

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Marine manifolds for all engines. V8, \$40 pair; Model A, \$32; Willys, \$30; 6 cyl. Chevrolet, Pontiac, \$50; 6 cyl. Buick, Lycoming, \$65; 8 cyl. Pierce, Packard, \$80; down draft models add \$5. Your transmission converted to marine gear, most makes, \$40, a few \$50; propellers 14", \$13.50; 16", \$16.75; shafts, couplings, struts, etc. Everything you need for your boat. MACHINE SHOP TOOLS. 15" x 6' lathe \$150. 20" upright drill \$140. 10" horizontal machine \$160. Larger one \$410. 14" shaper \$240. 24" x 12" lathe \$860. 4" hand drill \$460. Power hack saw \$80. \$125. Good machines, low prices, money-back guarantee. Conversion Parts Co., 273 Adams St., Boston 22, Mass.

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CABIN CRUISER. Swedish built, Honduras. Mahogany throughout. 45' overall, 90 hp Kermath fresh water cooling, 4-6 berths, 7' headroom. Central wheelchair, 12 knot. \$26500. Colonel Pratt, RR 1, Saanichton, Vancouver Island. Telephone Keating 4778.



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Ensenada Race

(Continued from Page 13)

committee cruiser, *Savitar*, like a school of frightened porpoises. Gale Ford's sloop, *Gale*, and R. C. Cerf's cutter, *Manuwai*, broke masts and had to withdraw. All actual starters, so far as is known, finished in excellent time at Ensenada's magnificent crescent-shaped bay. Thousands of visitors crowded the old-world Mexican town for the celebration that followed.

Milton Bren's 83-foot sloop *Pursuit* in Ocean Racing; and Wesley Smith's *Solloquy*, last year's winner in Arbitrary, were named scratch boats and both did remarkably well, but each had too much time to overcome. Last year's overall winner, Fred Lyon's *Kitten* finished out of the money this time.

The overall winner, *Scandia*, represented a new class of racing-cruising boats, 38 feet long, developed by Kettenburg Boat Works, San Diego. A number of PCCs were in the race including *Mickey*, *Eulalie*, *Ballerina*, *Janley*, *Antigua*, *Bolero* and others and all were up among the leaders. Humphrey Bogart's *Santana* ran an improved race and finished second to the *Skylark* in Class A, O.R.

Winners in respective classes: Ocean Racing — Class A, *Skylark*, *Santana* and *Zoe H.*; Class B, *Escapade*, *Janley*, *Mickey*; Class C, *Scandia*, *Caru* and *Eventide*. Arbitrary: Class A, *Ecstasy*, *Breakaheart*, *Arcturus*; Class B, *Spindrift*, *Nansu* and *Soncy*; Class C, *Bahen*, *Little Dipper* and *Novia*.

Corrected times for the first 21 boats in were: *Scandia*, 18:24:4; *Debra*, 18:47:10; *Escapade*, 19:19:59; *Janley*, 19:22:30; *Mickey*, 19:28:48; *Eulalie*, 19:32:37; *Antigua*, 19:32:50;

Ballerina, 19:34:5; *Bolero*, 19:38:3; *Sparkle*, 19:49:38; *Skylark*, 20:9:57; *Santana*, 20:25:34; *Zoe H.*, 20:28:10; *Odyssey*, 21:02:42; *Branta*, 21:7:52; *White Cloud*, 21:24:4; *Westward*, 21:45:59; *Venture*, 21:47:1; *Apache*, 21:45:59; *Saluda*, 22:02:20; *Pursuit*, 22:57:33.

Once again President Cliff Chapman, his officers of the N.O.R.A., and all the committees on both sides of the international border, did a magnificent job, added further prestige to this great race which grows in stature with each succeeding year.

The Law of the Sea

Growth of the rule of law among men on the high seas is explained in a new book by William McFee, "The Law of the Sea." Its chapters include stories of maritime adventure, piracy and mutiny. It is available through the Skippers Bookshelf, Pacific Motor Boat, for \$3.75.

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INDEX TO ADVERTISERS

| | | | | | |
|---|------------|-----------------------------|----|----------------------------------|----|
| Arany Steelcraft | 43 | Hunter Boat Corp. | 7 | Pacific Marine Supply Co. | 36 |
| Arnolt Motors | 52 | Hydraulic Supply Co. | 51 | Pacific Tel. & Tel. Co. | 6 |
| Bauer & Assoc., L. S. | 32, 56 | Hydra Cruisers | 51 | Palmer Bros. Engine Corp. | 40 |
| Brandlmayr, John | 36 | International Paint Co. | 9 | Pan American Radio Corp. | 44 |
| Bryant's Marina, Inc. | 26, 35, 52 | Jensen, B. F. | 56 | Perman Gear Works, Inc. | 4 |
| Burcher Boat Co., Inc. | 49 | Jules Engine & Eq. Co. | 52 | Perkins Marine Lamp & Hdw. Corp. | 39 |
| California Sailfish Co. | 48 | Kiekhoffer Corp. | 12 | Portable Light Co., Inc. | 41 |
| Carlisle & Finch Co., The | 51 | Outside Back Cover | — | Puget Marine Co. | 43 |
| Champion Spark Plug Co. | 2 | Kintz Boat Basin | 48 | | |
| Chris-Craft Co., Inc. | 29 | Kuhls, H. B. Fred | 48 | | |
| Chrysler Corp. Marine Eng. Div. Inside Back Cover | — | Lawson, Co., The | 36 | Radiomarine Corp. of America | 5 |
| Colberg Boat Works | 51 | Marine Office of America | 10 | Reinell Boat Works | 48 |
| Columbian Bronze Corp. | 52 | Markay Machinery Co. Inc. | 30 | Seaborn, Ben | 56 |
| Coolidge Propeller Co. | 51 | Martini & Grenfell | 43 | Sen-Dure Products | 4 |
| Dole, W. H. | 56 | Matthews Hardwwe, Inc. | 32 | Shain Manufacturing Co. | 44 |
| Federal Marine Motors Co. | 52 | McCheyne Boat Works | 52 | Shepherd Diesel Marine | 4 |
| Federal Propellers | 6 | McFarland & Co. | 56 | Smith, Chan E. | 54 |
| Fellowes & Stewart | 43 | Mercury Boat Co., Inc. | 43 | Smith, Robert A. | 56 |
| Freeman, Wood | 47 | Metal Marine Pilot, The | 47 | Stay-Tite Products Co. | 52 |
| Fremont Electric Co. | 45 | Monk, Edwin | 56 | Stephens Bros., Inc. | 39 |
| Garden, William | 56 | Morris, Inc. | 52 | Strickland, Frank E. | 56 |
| Geary, L. E. | 56 | N. C. Marine | 48 | Sunde & d'Ever Co. | 44 |
| Godfrey Propeller Adjusting Co. | 49 | Nordberg Mfg. Co. | 6 | Thomas, J. E. | 43 |
| Grandy Boat Co. | 47 | Norgaard & Assoc., L. C. | 56 | Thomson Machine Works | 55 |
| Gray Marine Motor Co. | 50 | Olympic Propeller Co., Inc. | 47 | Union Oil Co. | — |
| Hall-Young Co. | 32 | Oswald Machine Works | 48 | Inside Front Cover | — |
| Halvorsen Sons, Lars, Pty. Ltd. | — | Owens Yacht Co. | 1 | Universal Motor Co. | 8 |
| Hanson, H. C. | 30, 56 | Pacific Car & Foundry | 36 | Vancouver Shipyards, Inc. | 43 |
| Harbor Boat Building Co. | 51 | | | Walter Machine Co., G. | 47 |
| Hiller, Paul W. | 54 | | | Western Boat Bldg. Co. | 48 |
| Holland Boat Works | 51 | | | Western Gear Works | 3 |
| Howell, Walter C. | 56 | | | Wilson Co., Ken | 28 |
| Hunt Manufacturing Co. | 4 | | | Wilvers & de Fever | 56 |

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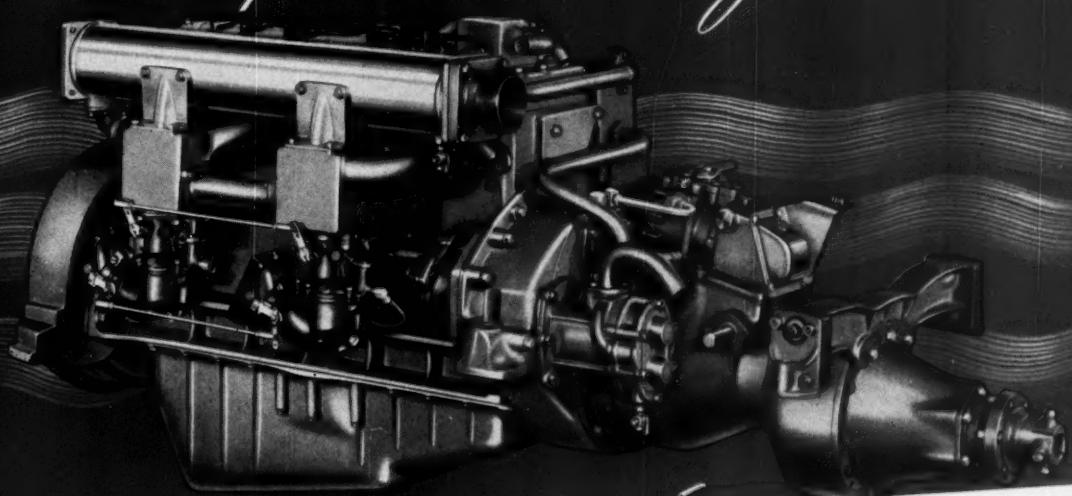
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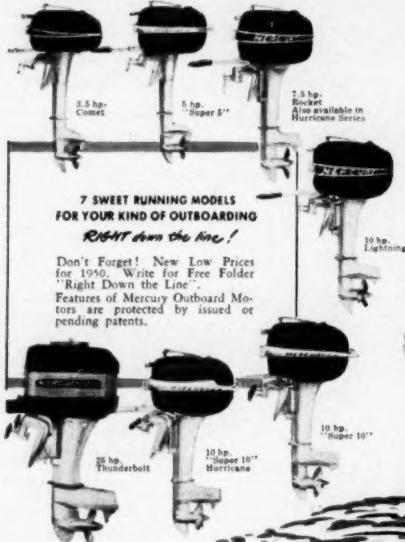
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